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BOSTON'S CHANCE TO BE GREAT PORT HERE, SAYS BYRNES

Vice-President of New
Haven Road Addresses
Joint Legislative Commit-
tee on Plans of Company.

TUNNEL IS URGED

Declares Project One of
Greatest Advances in
Transportation Ever Pro-
posed in New England.

Timothy E. Byrnes, vice-president of the New York, New Haven & Hartford, was the principal speaker today before the committee of railroads and metropolitan affairs, sitting jointly on his bill for the acquisition of the Boston, Revere Beach & Lynn railroad by the New Haven and Boston & Maine railroad. There was a large attendance of interested parties, including Henry M. Whitney, Col. Melvin O. Adams, Attorney Woodward Hudson of the Boston & Albany, and others. Mr. Byrnes said in part:

"Obstacles once insuperable are now easily overcome by modern engineering. Tunneling, even under water, as through mountain ranges, is hardly more formidable than so much cutting and filling. The construction of the East Boston tunnel led to something like revolutionary methods in such practice. It was marked by the first employment of reinforced concrete for such purposes; the increased cost of steel construction, as in the first subway, led to a search for cheaper methods, and the use of concrete was the result."

"When President Mellen first began to consider the possible benefits of a closer union of the Boston & Maine with the New Haven system he studied the situation largely with regard to closer traffic relations between the different sections of New England and the consequent concentration of through movements of both passengers and freight upon certain main lines. I have no doubt that many years ago, when managing the Boston & Lowell railroad in Boston he, too, dreamed of a connection under the harbor."

"Logically the great trunk-line route for the most intensely developed traffic areas in the United States runs north-easterly from New York along the shore of Long Island sound, traverses Rhode Island and southwestern Massachusetts, passes through the heart of Boston and thence proceeds by a second 'shore line' on toward Portland and beyond. All the way this is the line of the lowest grades and the greatest population. Consequently it is the route for the heaviest freight movement, the greatest passenger traffic. These conditions invite the highest type of transportation development. In no part of the country is the demand stronger or the prospect for remunerative development more encouraging, than here."

"By means of the tunnel, the several other lines entering on the north are made to share the benefits of direct connection with the great longitudinal routes. The facilities for passenger and for freight movement to be brought about by means of this tunnel will approach the ideal and will go far towards making Boston one of the most favored of great cities for the prompt and economical transaction of business."

"A formidable obstacle in the way of improvement between Boston and Providence must first be removed. The peculiar conditions attending the lease by which the New Haven operates the Boston & Providence railroad, would unless materially modified, impose an unbearable burden upon the former company."

"The entire project denotes one of the greatest advances in transportation efficiency ever proposed for New England."

(Continued on Page Two, Column One.)

JOINT LEGISLATIVE COMMITTEE WHICH IS HEARING RAILROAD PROBLEMS



Reading from left to right the members are: Representative James F. Barry of Agawam; Representative Thomas Ryan of Cambridge; Representative Fred P. Chapman of Franklin; Senator Henry C. Mulligan of the committee on metropolitan affairs; Representative Martin L. Quinn of Swampscott; Senator Charles V. Blanchard of Somerville, Senate chairman of the committee on railroads; Representative Michael J. Scully of Springfield; Representative Robert M. Washburn of Worcester, House chairman of the committee on railroads; Representative Daniel L. Connelly of Boston; Representative Thomas Davies of Holyoke; Representative Theodore L. Sorenson of Boston; Representative William L. V. Newton of Boston; Representative Roger Wolcott of Milton.

CANADIAN-AMERICAN RECIPROCITY SCORED BY MR. CHAMBERLAIN

LONDON.—How long will England open her markets to the world and get nothing in return? asked Austen Chamberlain today, in a speech at Newcastle attacking the proposed Canadian-American reciprocity.

Mr. Chamberlain said that reciprocity would separate Canada from England and would make her dependent upon foreigners.

"The imperial preference is the most valuable asset a nation can have," he said. "The nation that would not make sacrifices for her kin across the seas does not deserve to live. The extension of preferential tariffs to Canada would work no hardships on England."

OTTAWA, Ont.—Reciprocity with the United States won in the House of Commons on a test vote on Wednesday night by 42 majority.

The vote came on a motion by R. L. Borden, leader of the opposition, "that as Congress failed to carry out the reciprocity agreement and considerable time must elapse before Congress can deal with it at the special session, the Canadian Parliament should not proceed with the agreement until the electors shall have had an opportunity of passing upon its merits."

The motion to defer action was supported by 70 members and opposed by 112. Only two Liberals broke away and (Continued on Page Seven, Column Four.)

LYNNFIELD PLANS BETTER STREETS

LYNNFIELD, Mass.—Among the 27 articles to be considered at the annual town meeting on Monday is one that proposes radical improvements in the streets and sidewalks.

An extension of the fire alarm system, better water supply and the appointment of a committee to revise the bylaws of the town are other questions to receive consideration. The polls will open at 11:30 a. m.

BOSTON'S MAYOR TO SEE MR. GAYNOR

NEW YORK.—Because of delay in reaching New York, Mayor Fitzgerald of Boston was unable to call on Mayor Gaynor at city hall Wednesday, but he intends to do so today, as he may leave for home early Friday instead of in the afternoon.

It is undecided whether the mayor's party, including Mrs. Fitzgerald and their daughter, Rose, will leave for home.

AMBASSADOR HILL SENT FOR.
WASHINGTON.—David J. Hill, American ambassador to Germany, has been ordered to Washington to discuss several matters pending between the two governments. The potash controversy, it is learned, will be the principal subject for consideration.

ELEVATED RAILWAY PLANS APPROVED BY STATE COMMISSION

Plans of the Boston Elevated Railway Company for the location of the new section of elevated road between Cambridge street, Boston, and Lechmere street, Cambridge, were approved today by the Massachusetts board of railroad commissioners.

The section of the road is chiefly that which includes the arched superstructure that has been built above the river just below the Charles river dam, together with the incline into Lechmere square on the Cambridge side and the link connecting the bridge structure with the main elevated line on Cambridge street in Boston.

Here connection is made with the tracks coming to Boston from Cambridge over the West Boston bridge, and the structure curves through three blocks to the entrance of the tunnel under Beacon hill, where the line will have a terminus at Park street.

SEDERQUIST BOOKS BROUGHT IN COURT

Thirty-one books which Elmer E. George, formerly in the employ of Sederquist, Barry & Co., testified were used by the firm, were introduced by Assistant District Attorney Webber before Judge Jenney in the superior criminal court today. The case was that of Arthur B. Sederquist, John E. Barry, D. Eustace Bigelow and Harry F. Curtis, charged with larceny from different persons with whom they had stock broking dealings.

Henry F. Hurlburt, counsel for the defense, objected on the grounds that the defense should know more concerning the items which were brought forward as evidence by the commonwealth.

The court ruled that counsel for the defendants be allowed to have information concerning special items of evidence to be introduced by Mr. Webber from the books prior to such introduction.

The books were admitted as against the defendants with the exception of defendant Curtis, the items introduced as concerning him to be ruled upon separately.

MR. DIX CHANGES BANK PROSECUTOR

NEW YORK.—Governor Dix's order withdrawing District Attorney Charles S. Whitman of New York from the investigation of the Carnegie Trust Company and supplanting him with Attorney-General Carmody came as a surprise to the district attorney's office, where it was reported today that three officials of the Carnegie company were about to be indicted. Mr. Whitman is now in Albany to protest against Governor Dix's action.

Governor Dix's course in withdrawing District Attorney Whitman is said to have followed a conference at the home of Mayor Gaynor on Monday night attended, it is reported, by City Chamberlain Hyde, Stephen Baldwin, counsel for Mr. Hyde and for William J. Cummings, and Joseph Reichmann of the Carnegie Trust Company.

TRY TO SAVE ALL MANCHURIA CREW

NORFOLK, Va.—Eight men were taken from the stranded steamer Manchuria Wednesday night by the crew of the wrecking tug Rescue, a breeches buoy being used. Nine men from the tug were sent on board the Manchuria in the same way to assist in keeping the vessel above water.

A snow storm and northeast wind prevented further rescue work Wednesday, but it is believed that the entire crew of the Manchuria will be saved because signals were made from her deck informing the Rescue men that the stranded vessel could probably weather the storm until noon today. The tug began its efforts again at daybreak. It is thought that the storm has passed.

SOME REASONS GIVEN FOR SENDING TROOPS TO THE MEXICAN BORDER

HERE are some of the explanations that have been made for the display of arms on the Mexican border since the orders became public at noon on Tuesday rushing the military forces toward the Southwest by land and sea:

OFFICIAL.
The mobilization of these troops will instruct senior officers in the elements of higher command. It will also put to a practical test the preparedness of the staff departments for the mobilization of troops.

This statement by the war department contains no reason for the equipment of the soldiers with loaded cartridges, which are never used in mimic war.

UNOFFICIAL.
To serve as a warning to Japan against forming closer relations with Mexico in order to strike at this country from the south. Because the end of the reign of President Diaz is at hand and a revolution is expected to follow. Foreign powers have called on the United States to protect their subjects and interests in Mexico.

COMMERCIAL TRUCKS ARE HAVING A DAY AT BIG AUTO SHOW

Commercial vehicles will have their inning today at the ninth annual automobile show in Mechanics building and Horticultural hall, Manager Chester I. Campbell having arranged to have the day devoted to the motor truck, that the many visitors may have a better chance to look into the many advantages claimed for these cars over horse-drawn vehicles.

It is the first time in the history of these shows that a day has been given up to motor trucks and the early hours showed that many a manufacturer and business man was going to take full advantage of the chance thus offered to see how he could not only cheapen the cost of hauling his freight and express packages, but could also make a great saving.

(Continued on Page Eight, Column Four.)

NEW HAVEN CANCELS ITS RATES.

New Haven road has notified the interstate commerce commission that it has cancelled its advanced tariffs in compliance with the recent decision of the commission.

INSURRECTOS TO ATTACK FEDERALS

CALEXICO, Cal.—General Leyva, commanding the insurrecto forces at Mexicali, announced today that unless he is attacked by the federals within 48 hours he would move against Ensenada.

The federal forces are entrenched at Picachos Pass and Leyva expects to give them battle there.

MEXICO'S PRESIDENT LATE IN FEBRUARY AT AVIATION MEET



Porfirio Diaz is in the center of the group watching the flight of airships at the nation's capital.

SEEKS NEW RATES NORTH AND SOUTH

WASHINGTON.—The United States government today started a campaign against the Pennsylvania, the Southern and the Norfolk & Western railroads to secure lower passenger rates between the North and the South.

Particular complaint was made against the rates between Brooklyn, N. Y., and Morristown, Tenn., New York city and Knoxville, Tenn., and Philadelphia and Chattanooga, Tenn.

JUSTICE HUGHES ON POSTAL BOARD

WASHINGTON.—Justice Hughes of the United States supreme court and Lawrence Maxwell, former solicitor-general, were appointed by President Taft today members of the commission to investigate postal rates. The third member will be a business man.

MASONIC HOME DEDICATION.

Dana J. Fladgers, grand master of the grand lodge of Massachusetts, A. F. & A. M., has announced that the dedication of the new Masonic home at Charlton is set for May 25.

MR. BRYAN CLOSETED WITH MR. BRANDEIS AND NORMAN WHITE

Visit of Several Hours Be-
tween Nebraskan and Two
Public Men of Bay State
Arouses Inquiry.

MANY POSSIBILITIES

Attorney Against Railroads
Says Transportation Was
Merely Mentioned — Gov-
ernor Gives Dinner.

William J. Bryan, Louis D. Brandeis and Norman H. White in a room together for hours in Boston today is an incident which aroused much interest and speculation on the part of those who knew it. The three men met at the Boston City Club at Beacon and Somerset streets by (Continued on Page Two, Column Six.)

FIRST TROOPS REACH GALVESTON IN RUSH TO MEXICAN BORDER

City Is Selected as Base of
Naval Operations and More
Soldiers and Ships Are on
the Way.

MR. TAFT TO DIAZ

Assures President of Southern
Republic That No Hostil-
ity Toward His Country Is
Intended.

BULLETIN.
BERLIN.—Germany will not rely upon the United States to protect her interests in Mexico. In a statement to the press this afternoon the foreign office declared that if the situation so develops as to endanger German interests, Germany will herself take the necessary protective measures.

WASHINGTON.—Following a conference with President Taft, Senor de la Barra, Mexican ambassador to the United States, said today that the President had personally reiterated assurance of the good intentions of this country toward the Diaz government.

PARIS.—Le Temps, the first French paper to editorialize on America's military movements, says it believes the display is to show Mexico the direful consequences that would follow her ceding of a naval base in the eastern Pacific to Japan.

EL PASO, Tex.—Francisco I. Madero and his army of 600 rebels were routed at Casas Grandes, with heavy losses on both sides, according to the statement of Americans who arrived here today.

PARIS.—It is reported in Mexican circles here that President Diaz has recalled General Bernardo Reyes to supplant General Corrales and resume command of the Mexican federal army.

GALVESTON, Tex.—The first of the 4000 regulars who will make Galveston a base of operations arrived here today. Others will arrive daily until Saturday.

This port will also be the base of the naval operations and Rear Admiral Staunton's flagship, the Tennessee, is expected early on Saturday to anchor off the city.

Workmen toiled all night constructing a railroad switch so that troop trains could be run direct to the government reservation at Ft. Crockett, where the camp will be laid out.

Captain Whitworth of the commissary department has charge of the preparations for feeding and housing the men.

Chief of Commissary Cusack, of the department of Texas, advised the local military authorities today that he had ordered rations sufficient to feed 4000 men for two weeks at Galveston. He intimated that more would be needed as the maneuvers would last indefinitely. Several thousand tons of coal are being rushed to Galveston for the coaling of the man-of-war.

Ships for Mexican Coast

WASHINGTON.—Further evidence that the army and navy display is directed against Mexico was found today by some persons when it was learned at the navy department that the scout cruiser Chester is proceeding on rush orders from Pensacola, Fla., to Tampico, Mex.

Tampico is one of the few ports on the Atlantic coast of Mexico, and is 500 miles south of Galveston. The scout cruiser Salem has also left Pensacola and is en route to Galveston, Tex.

With the additional information that has become public since the first orders were issued at noon on Tuesday, it is now generally held that the United States is massing a fourth of the army along the Mexican border for the purpose of aiding the Mexican revolutionists, of putting the United States forces in a position to act in the event of an emergency and of quieting any apprehension that foreign governments may have had of their interests in Mexico.

Those who affect to see in the movement some hostility toward the Mexican (Continued on Page Four, Column One.)

EUROPE MAY CALL ON U. S. TO PROTECT CITIZENS IN MEXICO

WASHINGTON.—Should the United States finally be called upon to intervene in Mexico for the safety of property and persons, not only American, but English, German and French, the Monroe doctrine will be one of the moving impulses. There are many men who believe that the United States must in time undertake to police all of the (Continued on Page Four, Column Six.)

QUESTION:

"How can I make
friends for clean jour-
nalism?"

ANSWER:

"By passing along your
copy of The Monitor
each day to some one
who will appreciate it."

SCENE IN FRONT OF MECHANICS BUILDING THIS WEEK



Huntington avenue, opposite big building, is lined with motor cars used for exhibition purposes during Boston automobile show.

SEND YOUR "WANT" AD TO THE CHRISTIAN SCIENCE MONITOR

If you are looking for employment, or
for an employee

The Monitor offers you an opportunity
to supply your need without the
expense of advertising.

THIS OFFER DOES NOT APPLY TO ADVERTISEMENTS FOR PERSONS WANTED TO HANDLE GOODS ON COMMISSION OR TO ADVERTISEMENTS SOLICITING BUSINESS PATRONAGE

THE MONITOR EMPLOYMENT BUREAU

FULL NAME AND ADDRESS OF ADVERTISER MUST BE FURNISHED FOR PUBLICATION OR ADVERTISEMENT
WILL NOT BE CONSIDERED.

Name.....
Street.....
City..... State.....
OUT ON THIS LINE

State your "want" in 20 words and attach the above
coupon, properly filled out. The above coupon must be
attached to insure insertion.

IT WILL BE RUN FREE ONE WEEK ON THE CLASSIFIED AD PAGE

Write your advertisement, attach blank
and mail direct to The Christian Science
Monitor, Boston, Mass.

The Christian Science Monitor is
read in every city in America.

BOSTON'S CHANCE TO BE GREAT PORT HERE, SAYS BYRNES

(Continued from Page One.)

It promises benefits as enormous as they
are diversified.

"First may be considered the relation
to the service now performed by the
Boston, Revere Beach & Lynn railroad.
With electrification and the consequent
running of cars either in multiple unit
trains or as single units, there will be
great improvement over the present ser-
vice. The existing ferry service to and
from Atlantic Avenue would be retained
and improved.

"The frequent express train service to
be installed to and from Lynn for the
Revere Beach route will immensely im-
prove the transportation facilities for
that city. Winthrop, Revere and Lynn
will also benefit greatly from the con-
nection with the South station by way
of the tunnel under the harbor built to
parallel the existing East Boston tun-
nel.

"Winthrop and parts of Revere have
had no direct street railroad freight ser-
vice. Winthrop is the only large town in
Massachusetts without such accommo-
dations. They will now be put upon the
railroad map for freight service also.
Again the proposed connection of the
Revere Beach electrified line with the
Boston Elevated service through the
present East Boston tunnel, if found
feasible, should add materially to the
flexibility achieved by this improve-
ment. In this way a prompt connection
with the Boston Elevated's local service
all over the city and to all the suburbs
can be made. Furthermore, it should be
noted that another important connection
with the Boston Elevated system will be
made by way of the new tunnel to
the South station and there with the
present Elevated service and the new
subway that is to extend the Cambridge
service to South Boston and Dorchester.

"The effects of the projected improve-
ment upon metropolitan development
will be exerted very generally and in like
manner upon the entire North Shore sec-
tions.

"The effect upon the North Shore as a
national pleasure ground will be momen-
tous. No other great city in the United
States has so close at hand a stretch of
coast so beautiful and so attractive for
high-class summer homes.

"The enhanced property valuation that
such new facilities will inevitably create
will mean much for Massachusetts in the
way of increased taxable resources.

"The difficulty in getting across Bos-
ton has been tending more and more to
divert through travel to routes that cut
across Massachusetts through the inter-
ior. The creation of this great trunk
line route will naturally divert the
greater part of travel back through Bos-
ton to the line of the densest traffic
movement, correspondingly efficient in
development. All this means new train
facilities for Boston.

"This improvement has an important
bearing upon the development of the
commercial water front and should ef-
fectively promote the transatlantic pas-
senger and freight business from Boston.

"The projected plan will add not only
greatly to Boston's shipping facilities,
but also add millions of dollars to the
taxable value of a long-neglected section

AT THE THEATERS

BOSTON.

BOSTON—"Naughty Marietta."
CASTLE SQUARE—"The End of the
Bridge."
COLONIAL—"The Girl of My Dreams."
HOLLIS—"Suzanne."
B. F. KEITH'S—"Vanderbilt."
MAJESTIC—"The Lottery Man."
PARK—"The Commuters."
SHUBERT—"The Fourth Estate."
TREMONT—"Green Stockings."

BOSTON CONCERTS.

THURSDAY—Symphony hall, 8:45 p. m.,
Mrs. Tetrazzini's concert.
FRIDAY—Symphony hall, 8:30 p. m.,
eighteenth symphony rehearsal.
SATURDAY—Symphony hall, 8 p. m.,
eighteenth symphony concert.
SUNDAY—8 p. m., pension fund concert,
Boston Symphony orchestra; Florentino
Constantino, soloist.

BOSTON OPERA HOUSE.

THURSDAY, 8 p. m., Russian dancers.
FRIDAY, 8 p. m., "Marion Leconte."
SATURDAY, 8 p. m., "Carmen"; 8 p. m.,
"Traviata."

BOSTON LECTURES.

THURSDAY—Twentieth Century Club, 4:30
p. m., Wardsdale Dairy school course lec-
ture on "Five Years From 'Pine Barrens' to
a Profitable Farm," by Edith Loring
Fullerton.
SATURDAY—Walker building, room 23, 3
p. m., Massachusetts Audubon Society
course lecture on "Bird Music and Its
Relation to the Master Musicians," by F.
Schuyler Macdonald.

now of comparatively little account for
assessment purposes.

"By taking over the Revere Beach road
and making rail connections with the
West and the Canadian northwest, which
the Boston railroads should command, is
given opportunity for convenient and un-
obstructed access to the dock system
which, on that side of the harbor, is
capable of enormous expansion as the
needs of the port may demand.

"The contemplated tunnel under the
harbor, available for freight as well as
passenger service, likewise has a bear-
ing upon the development of the
commonwealth's water front at South
Boston as well as East Boston.

"The current talk about a new ocean
terminal at Montauk Point, on Long
Island, to accommodate the great new lin-
ers that are too large for any docks eas-
ily practicable at New York, makes this
the psychological moment for Boston to
present more forcefully its superior
merits in this regard.

"In breaking down a formidable bar-
rier against intercourse between sections
of New England on opposite sides of Bos-
ton, the creation of this trunk-line route
provides invaluable facilities for easy and
prompt communication.

"With the exception of the double-
track tunnel under the harbor, there will
be a continuous four-track electrified line
all the way from Beverly to Readville.
The conditions are most favorable for the
intensive form of traffic that electric
traction is best adapted to serve. Under
such conditions a service of high fre-
quency at certain times of day could
easily be maintained throughout the
entire route.

As to the suggestion of the Chamber
of Commerce that the state should build
this New Haven tunnel, Mr. Byrnes said
that they would not oppose, although,
personally, he did not think it feasible.

House Chairman Cushing asked what
relation his proposition had to the Bos-
ton & Eastern project.

"I don't think we have any relations
at all," Mr. Byrnes replied. "The Boston
& Eastern is a purely local proposition.
It does not enter into the broad, com-
prehensive proposition that ours does at
all."

Representative Robert M. Washburn
asked if it was a fair question whether
or not the committees giving a charter
to the Boston & Eastern would interfere
with his plans. Mr. Byrnes said:
"We would go on with our plans in any
event if we had authority. Any plan
that would take away from the earnings
of our plan would be a detriment. If the
commonwealth gives that authority, we
would accept it and do the best we can."

Representative Wolcott asked him if
he would agree to an amendment of the
plan to place his tunnel sufficiently far
south so as not to interfere with that
tunnel. Mr. Byrnes said he would not
object, provided that the commission
created by his bill would agree to it.

School Cost Inquiry Plan

Educators and public officials are to
appear at the State House at a near-by
date at the request of Senator Frank B.
Bennett, Jr., of Saugus to urge the pas-
sage of his bill providing for an inves-
tigation and report by the state board
of education on a more equitable dis-
tribution throughout the state of the
expense of maintaining the public
schools.

Senator Bennett today said that many
towns of the commonwealth are unable
to provide suitable educational facilities
without placing a heavy burden on its
citizens, while other communities, where
wealth accumulates fast, maintain good
schools at a low cost to the average in-
habitant. He said that he did not know
just what was the best remedy for this
situation, and consequently thought it a
matter for study by the state board of
education before the Legislature took
any definite action.

"In Saugus," said Mr. Bennett, "every
\$1000 is assessed upwards of \$7 for main-
tenance of the public schools. This
places the tax rate for the town at a
high figure, a figure which is out of pro-
portion to the valuation of property in
the town. The people of the town have
cheerfully paid the high tax for school
purposes but even with this tax the
town is not able to compete with neigh-
boring towns when it comes to securing
good teachers. Saugus cannot pay what
many other communities do for teachers
and consequently Saugus is continually
losing good teachers who are attracted
elsewhere by higher salaries.

"The tax for the public schools of
Swampscott, which is not far from Saugus,
is but \$3.27 on \$1000. This is chiefly
due to the large amount of personal
property owned in Swampscott. The rela-
tively small tax for school purposes
there helps to keep the tax rate down.

"While property owners are attracted
to Swampscott by reason of a low tax
rate, they are leaving Saugus because of
its high tax levy. This is making it
harder for those who remain in Saugus
and more difficult to maintain education
at a high level.
"I take Saugus as an example of a

community where the tax for schools is
becoming overburdening. There are about
60 other towns in the commonwealth
that are in similar predicament. It is a
serious question and one which demands
immediate and intelligent action on the
part of the state board of education."

The board is to ascertain what towns
expend annually upon their public and
high schools for all purposes, including
interest and sinking fund upon bonds
issued for schoolhouse construction a
sum exceeding \$5 for each \$1000 of valua-
tion. Also, in which of these towns
such expenditures exceed one third of the
entire annual tax levy.

From the information the board is to
judge whether the present system of
imposing upon cities and towns, all or
nearly all of the expense of maintenance
of the schools within its limits, results
in serious injustices to some communi-
ties, and to submit recommendations to
the Legislature of 1912 for a more equi-
table distribution of the cost of public
education in the state.

Governor Foss last Wednesday after-
noon signed the bill permitting the school
of commerce and finance of the Boston
Young Men's Christian Association to
grant the degrees of B. C. S. (bachelor
of commercial science) and M. C. S. (mas-
ter of commercial science) to its grad-
uates.

This school has been in existence four
years and was incorporated a few weeks
ago under the general law. Sessions
will be held during the evening and three
years' will be required to obtain the
bachelor's degree and four years to ob-
tain the master's degree. Special
students will be free to enter courses
which will be of assistance to them in
their business.

The Governor also put his signature
to the bill which provides for retiring
on half pay civil war veterans who have
been 10 years in the service of the city.

A pardon was granted by Governor
Foss Friday to Martin Dunn of Cam-
bridge, who in January, 1904, was sen-
tenced for from 10 to 15 years for
robbery.

Governor Foss' veto of the bill pro-
viding that an applicant for civil ser-
vice examination shall not be questioned
as to offences committed by him before
he was 16 years old was overridden in
the Senate yesterday by a vote of 31
to 5.

The House having passed the bill over
the Governor's veto last week, it is now
a law without his sanction.

An objection has been raised by Jo-
seph C. Pelletier, district attorney of Suf-
folk county to the form in which the
report of the legislative committee on
legal affairs on his bill relating to the
regulation of firearms was made. The
district attorney says that the bill as
reported does away with many of the
best features of the original bill as drawn
by himself and that the reported bill is
not near so effective.

Charles Warren, chairman of the civil
service commission, has issued a state-
ment denying the allegation of Aaron
Yaffe of Boston at the hearing on the
Boston charter Tuesday that the chair-
man of the civil service commission
asked him when he appeared for exami-
nation for certification as a trustee of
the children's institutions department of
Boston, whom he supported for mayor
at the last election.

Among the legislative hearings sched-
uled for Friday are the following:

Committee on constitutional amend-
ments, room 428, 10:30 a. m.—(H. 583)
to disqualify from voting persons con-
victed of certain offenses; (H. 1008) for
popular election of certain judges.

Committee on liquor law, room 440,
10:30 a. m.—(S. 232) on sales by in-
holders; (H. 905) on sales to minors;
(H. 1093) on conditions of licenses; (H.
1092) for local option by districts in
Boston; (H. 1278) for a state excise
board; annual report of Boston licensing
board.

Committee on metropolitan affairs,
room 240, 10:30 a. m.—(H. 148) for
more tunnels and for extension of leases,
etc., of Boston Elevated; report of rail-
road commissioners and Boston transit
commission on improved transportation
in Boston; (H. 925) for repeal of law
for Riverbank subway, Boston; (H. 1110)
to enlarge Park street subway station.

Committee on public lighting, room
439, 10:30 a. m.—(H. 1132) on official in-
spection of electric light meters.

Committee on taxation, room 436, 11
a. m.—(S. 263) for an excise tax on cer-
tain corporations; (H. 973) on taxing
stock transfers; (H. 1170) on acquisition
of land by private corporations; (H.
1372) for more general levying of inheri-
tance taxes; (H. 1374) on exempting
property in trust for public charitable
purposes.

The committee on constitutional
amendments today considered the re-
solutions to provide that the question of
the adoption of voting machines for
elections shall be submitted to the people
of the commonwealth at the next state
election. Former Representative Hugh
Drysdaile of North Adams appeared in
favor of the resolve.

Somerville Girl Enacts One of Principal Roles in Jackson College Drama



MISS MARION F. FOSTER.

"Men, Maids and Matchmakers" was
the comedy presented by sophomores of
Jackson College of Medford, at the gym-
nasium Wednesday evening. No men
were allowed at this comedy of the All
Around Club.

Miss Gladys Wells '07 of Somerville
was coach and stage manager, the cast
including Miss Marion F. Foster of Som-
erville, Miss Ruth E. Penhman of Peabody,
Miss Ethel H. Fallis of Somerville,
Miss Ruth Shepard of Woburn, Miss
Octavia Chapin of Medford, Miss Esther
L. Lovejoy of Somerville, Miss Mary H.
Dodd of Lexington and Miss Louise A.
Berthold of Saugus.

LIBERAL ARTS CLASS ELECTS

Ray Spaulding of St. Johnsbury, Vt.,
was elected president of the senior class
of Boston University College of Liberal
Arts at the class election on Wednesday.

Other officers elected were: Vice-presi-
dent, Elizabeth Kimpton; secretary,
Royal Frye; treasurer, Marie Merrill;
assistant treasurer, Harold Reed; mar-
shal, Ralph W. Taylor; chairman of class
day committee, Brenton C. Patterson;
orator, Ernest Burch; historian, Esther
Survey; prophet, Margaret Hastings;
valedictorian, Ernestine Barry; statisti-
cian, Carl Springfield; president, Mildred
G. Winslow; chairman of play commit-
tee, Louise Forrest; chairman promenade
committee, Jane Johnson; chairman
banquet committee, May Springfield.

BOOT AND SHOE CLUB'S DINNER

The Boston Boot and Shoe Club will
hold its final dinner of the season at
Hotel Somerset, Wednesday, and for
speakers will have Samuel J. Elder,
Charles C. Hoyt, president of the New
England Shoe and Leather Association,
and Preston B. Keith of Brockton, who
will give some impressions of their re-
cent trip together through the West
Indies and to the Panama canal.

George S. Smith of the Boston Cham-
ber of Commerce will also be a guest and
speaker. The annual election of officers
will take place.

Vote for Bar and Bottle Act

By a vote of 7 to 4 the legislative
committee on liquor laws in executive
session today voted to make an adverse
report on the bill introduced by Repre-
sentative Doyle of New Bedford, which
seeks a repeal of the bar and bottle act.

Those voting for an adverse report
were Senators Nash, Hanover; Hoar,
Concord; and Representatives Bothfeld,
Newton; Armstrong, Somerville; Haw-
ley, Malden; MacDonald, Beverly; Hoyt,
Lynn.

Those voting in favor were Senator
Granger, Boston, and Representatives
Doyle, New Bedford; O'Neil, Boston, and
O'Donnell, Boston.

MUSIC SCHOOL CONCERT.

Under the auspices of the Boston
Music School Settlement of 110 Salem
street, a concert will be given at the
North Bennet Street Industrial School
hall on March 24 at 8 p. m. The artists
will be Felix Fox, Carl Barth and Jacques
Hoffman.

NEW STREETS URGED FOR BACK BAY FENS AT A STATE HEARING

Efforts were renewed at the State
House today to open the Back Bay fen
land, at a hearing on the question of
laying out new thoroughfares across the
fens, before the committee on cities.

A similar effort was made two years
ago, but the opposition was so strong at
that time that the petitioners were given
leave to withdraw.

Two bills were considered, both intro-
duced by Representative James F. Griffin.
One provides for the construction of a
street from the junction of Huntington
avenue and Hemenway street to connect
with Audubon road at the junction of
Jersey street; the other for a street
from the junction of Boylston street and
Ipewich street, which shall be a contin-
uation of Boylston street.

It was intimated at the hearing by one
of the petitioners that the land recently
purchased by Gen. Charles H. Taylor in
the so-called fens was to be used as a
baseball park.

J. Otis Wardwell, for the Fenway Im-
provement Association, conducted the
hearing on the part of the petitioners,
while Charles S. Baxter appeared for
the opposition. Mr. Wardwell said the
object was to bring some 4,000,000 feet
of land nearer the center of the city
and to make it available for develop-
ment.

Others speaking in favor of the im-
provement were John C. Kiley, George
B. James, Robert J. Saltonstall, William
J. O'Brien, John H. Storer, and Judge
Joseph Bennett.

Salem D. Charles of the Boston street
commissioners said he appeared without
taking sides with the contending parties.
He expressed his sympathy with the
property owners, and said he thought
the proposed legislation would afford relief.

Besides Mr. Baxter, Moorfield Storey
was heard in opposition. Their main
argument was that it would be a waste
of city money to build streets in the
fens at this time, when so much prop-
erty is being developed in Brookline and
suburban districts.

CLAIM DEPOSITS AS COLLATERAL

NEW YORK—Justice Banchard and a
jury are hearing evidence today in a
suit brought by James H. Alexander,
formerly vice-president of the Standard
Oil Company, against William M. Imbrie
& Co., members of the New York Stock
Exchange, to recover possession of 200
shares of Standard Oil stock, or \$140,000,
the alleged value.

The defendants claim that the stock
was deposited as collateral for various
stock transactions carried on by Mr.
Alexander and members of his family.

LUNCHEON CLUB HOLDS A DINNER

A dinner and entertainment was given
at the Hotel Somerset by the Luncheon
Club Wednesday evening with Frank C.
Hall, the hotel man, as chief guest.

Osman D. Baker, president of the club,
was toastmaster. Among the guests
were Allen T. Redway, president of
the Senate; the Rev. Edward A. Horton,
and Edson J. Hill and Oliver J. Peirin of
Concord, N. H.

DUMA TAKES STEP TO RELIEVE JEWS

ST. PETERSBURG—It was decided by
208 votes to 138, to refer to a committee
the motion in favor of the abolition of
certain measures whereby the settlement
of Jews in Russia is limited to certain
districts. The result of this vote in the
Duma is welcomed by the Liberal news-
papers for it is considered as a step
towards the relief of Jews.

LEO TOLSTOI TO VISIT BOSTON.

Leo Tolstoi, son and namesake of the
Russian author, is expected to be the
guest of the Twentieth Century Club
March 18, and to visit Harvard College
on the following Monday.

RAILWAY PROFITS GIVEN.

PERTH, W. A.—It is expected that
the surplus revenue from the railways
for the current financial year will
amount to £280,000.

MR. BRYAN CLOSETED WITH MR. BRANDEIS AND NORMAN WHITE

(Continued from Page One.)

previous arrangement as soon as Mr.
Bryan arrived from Providence, R. I.,
where he went from here yesterday to
lecture.

The conference began at about 10:30
a. m. and lasted till early in the after-
noon. Mr. Brandeis, it is said, came
down from New Hampshire today at
the request of Colonel Bryan. Reporters
were eagerly awaiting the termination
of the meeting that they might ascer-
tain what plans are being mapped out
by the members of this aggressive trio.

For it was said, how could it happen
that three such men should meet by
appointment and talk for hours without
having some project in view?

Of course there were plenty of sub-
jects for men of public experience to
talk about—there were the Mexican war
outlook, conservation, Canadian recip-
rocity and the special session of Con-
gress.

But Mr. Brandeis' great interest, espe-
cially at this time, is railroads. Mr.
Bryan is reported once to have said that
the government should own the rail-
roads. At least for years he has made
a deep study of fundamental railroad
questions.

And any one who has been long in
Massachusetts and has taken note of im-
portant railroad activities knows that
Representative Norman H. White of
Brookline considers the problems of rail-
road transportation, management and
control much of his time.

Ever since he did his utmost in the
Legislature to prevent the merger of
the New York, New Haven & Hartford
railroad interests, he has loomed con-
spicuous in the picture of railroad
activity in Massachusetts.

So it was believed by most that rail-
road matters were the chief topic of
discussion.

At last the party broke up. Mr.
Brancheis was the man who spoke, but he
said little. There was, he said, no po-
litical significance in the conference
which he had with Mr. Bryan. He in-
dicated that the talk was confined al-
most entirely to social problems of na-
tional scope.

The question of railroads, according
to him, was merely referred to incident-
ally, and was not discussed seriously.
Mr. Brandeis called upon Mr. Bryan, he
added, in response to the expressed de-
sire of the latter to meet him, and he
had no intention to discuss railroad
or political matters. He expressed the
great pleasure it afforded him to meet
the Nebraskan.

That was all he would reveal of what
went on between these three interest-
ing men behind closed doors at the Boston
City Club.

Mr. Bryan and Governor Foss, his host,
arrived at the American house at about
12:30 o'clock for dinner. They were
greeted by about 100 Democrats. Gov-
ernor Foss introduced a number of the
company to Mr. Bryan and the latter
made a few impromptu remarks.

State and city officials and many old-
line Democrats were among the dinner
guests. Those at the head table were:
Governor Foss, Mr. Bryan, Louis D.
Brandeis, George Fred Williams, former
Mayor Head of Nashville, Tenn., Col.
A. B. Drinkwater, Chairman McDonald
of the Democratic state committee, Sher-
man L. Whipple, Frederick J. Macleod,
Congressman W. F. Murray, Humphrey
O'Sullivan, Acting Mayor Walter L. Col-
lins and Congressman John A. Thayer.
Mr. Bryan will address both branches
of the Legislature this afternoon.

A reception will be tendered him later
at the executive department, after
which he will leave for Harvard Uni-
versity, where he will lecture in the new
lecture hall. He will leave for Lowell
after the lecture.

PROVIDENCE, R. I.—An address be-
fore the members of the civic school of
Brown University, some impromptu re-
marks at a legislative hearing, and a
lecture, made up the program of Colonel
Bryan here Wednesday.

MEETING PLANNED BY AUTHORS CLUB

The Authors Club will meet Saturday
afternoon at the home of the Rev. Dr.
Samuel M. Crothers in Cambridge.

This will be a regular reception gather-
ing with conversation and luncheon from
4 to 6 o'clock. Several Harvard profes-
sors are expected to attend.

GOVERNOR BASS ASKS THAT PARTY PLEDGES BE KEPT

CONCORD, N. H.—In a message to
the New Hampshire Legislature, Gov-
ernor Bass declared that representative
government is on trial as never before,
and the Senate must enact progressive
measures demanded in the party plat-
form. The House, he says, has kept the
promises made to the people for reform
legislation.

He adds that if the public utility com-
mission proposition is adopted the rail-
road rates question can be turned over
to that board for consideration and for
a report to the next Legislature, the
Boston & Maine being held liable in the
end for any excess above what the com-
mission decides to have been legal fares
and freight rates under contracts which
were violated.

Governor Bass was advised in this
solution of the problem by Mr. Brandeis,
and the message is taken to indicate the
collapse of the investigation.

WALTER L. FISHER, INTERIOR H. E. A. D. SEES PRESIDENT

WASHINGTON—The new secretary of
the interior, Walter L. Fisher of Chi-
cago, arrived from New York today and
reported at once at the White House.
He will probably take office within the
next week or two.

Assistant Secretary Frank Pierce to-
day said that he probably would go on
of office with Secretary Ballinger, and
that he considered it to be the duty of
every prominent official of the depart-
ment to resign when Mr. Fisher assumed
the secretaryship.

Secretary Ballinger today said that he
had not yet worked out the details of
the libel suits, which he declares he will
institute later

First Troops Reach Galveston

Department of the East
Commander Who Started
Troops from New York



MAJ.-GEN. F. D. GRANT.

FIRST TROOPS REACH GALVESTON IN RUSH TO MEXICAN BORDER

(Continued from Page One.)

government are referred by officials here to the following message which Mr. Taft sent to President Diaz on Wednesday and which was transmitted to the department of foreign relations at Mexico City by Fred Morris Deering, charge d'affaires of the American embassy:

"I have the honor to advise your excellency that I am in receipt of instructions from my government directing me to inform his excellency, President Diaz, through the medium of your excellency that the President of the United States wishes to express the hope that no misapprehensions will result from unfounded and sensational newspaper conjectures as to the military maneuvers about to take place in Texas and elsewhere, and to give to President Diaz assurance that the maneuvers have no significance which cause concern to the friendly neighbor of the United States to the south."

The despatch of this message to the President of Mexico is also regarded as a sufficient answer to the report that he has passed on.

And if this were not sufficient, formal denial was sent out by Ambassador de la Barra to all Mexican consuls and officials in America, and similar messages were distributed throughout Europe. A call was issued, however, to "all loyal Mexicans" to return to Mexico.

Henry Lane Wilson, ambassador to Mexico, who was in New York, also sent a denial of the report about President Diaz's condition.

"The last time I saw President Diaz," said Ambassador Wilson, "was on Feb. 20, two days before I left Mexico to come north. He was then very active and quite as willing to discuss diplomatic questions as at any other time."

"The story that at his inauguration General Diaz had to be supported by two men I do not hesitate to pronounce absolutely untrue."

All of the 20,000 troops for the Mexican frontier and 2000 marines and the warships to the gulf and Pacific coast are moving or will start today.

Officials of the war and navy departments still contend that the mobilization is for the purpose of holding joint army and navy war games, but the fact that it is intended chiefly as a military display for the protection of American and other foreign properties in Mexico is becoming more certain.

There is, however, another consideration which is said to have influenced the President and his advisers to order this impressive force to the Mexican frontier. It was learned that Mexico about two weeks ago formally protested to the state department that the American side of the dividing line was not being properly patrolled.

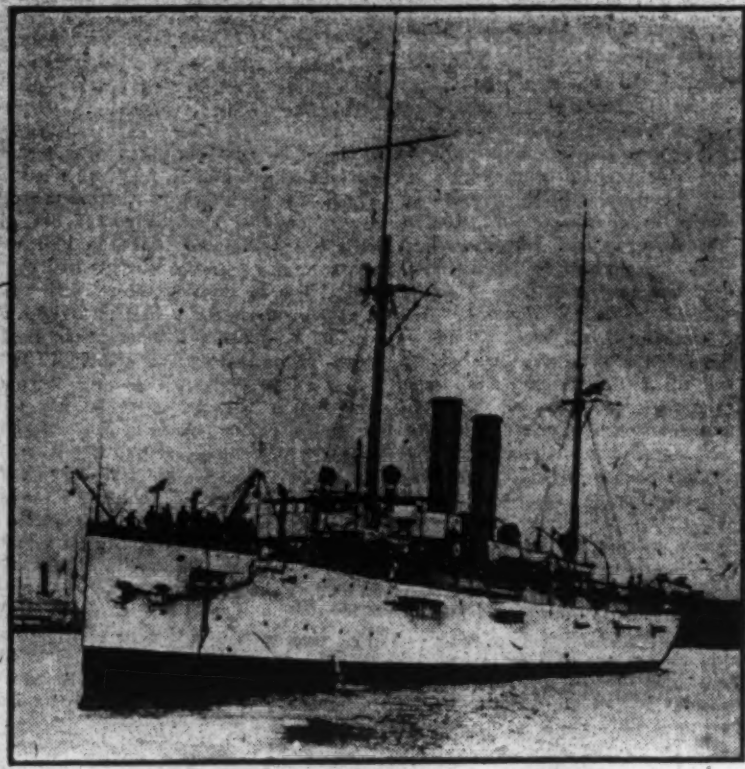
The contention of the Mexican government was that the revolutionists had been able to use the American side as a base of operations. The Mexican troops were of course powerless to invade American territory.

This protest of Mexico has undoubtedly been considered in connection with the desire of this government to indicate its disposition to insure the protection of foreign property in Mexico in the event of the Diaz government failing to cope with the situation.

It is apparent that the extraordinary movement of troops to the Mexican border is purely a precautionary measure. At present the United States has no intention of crossing the frontier into Mexico. The purpose of sending the troops into Texas is merely to have them available in the event of a contingency endangering American or other foreign interests in Mexico.

Also the mobilization is intended to forestall any formal representations by European governments. By its activity the United States tacitly notifies the

U. S. CRUISER AT BOSTON YARD HURRYING TO JOIN NAVAL DISPLAY



(Photo by E. A. Hodge, naval photographer.)

The Des Moines, now taking on supplies.

European powers that it stands ready to protect foreign property if the Diaz administration fails in its duty. This is undoubtedly the interpretation put upon the action of the war and navy departments by the representatives of foreign governments in Washington.

A denial was made on Wednesday by officers of the British embassy that any formal representations had been made to the state department in regard to the Mexican situation by Ambassador Bryce.

There is still a strong impression in Washington, however, that the British ambassador has discussed the Mexican situation informally with officers of the state department and that the protest of the Pearson syndicate, a British concern, against the protection afforded its property by the Diaz government had something to do with the final decision on the part of the United States authorities to rush troops toward the Mexican frontier.

The proposed army and navy maneuvers are of course merely incidental to the main purpose. They afford a convenient cloak for the situation in Mexico. Plans are being pushed now for these maneuvers, and they will be carried through in great detail if nothing more serious diverts the attention of the forces.

Further evidence was obtained of the fact that Henry Lane Wilson, the United States ambassador to Mexico, made a gloomy report to the state department in his conference here on the situation in Mexico, and there is no longer room for doubt that what he said had a good deal to do with the sudden decision of the army and navy authorities to concentrate a force near the Mexican frontier.

One of the principal developments in the situation was the announcement by Maj.-Gen. Leonard Wood, chief of staff, that he will personally go to San Antonio, where headquarters of the division will be. This means that General Wood will himself be in charge during a part of the war maneuvers. He has not decided when he will leave Washington for Texas, but probably not until the war games are well under way.

Test for Aeroplanes
Three aeroplanes of standard types, it was made known, will be purchased by the war department and rushed to the front for service with the troops.

These machines will be fitted with wireless telegraph instruments which will operate with the cavalry in reconnaissance. It is declared at the war department that the situation will present a splendid opportunity for a fair trial of the flying machine for purposes of war.

Congress at the session just closed appropriated \$125,000 for aeroplanes in the army, and made \$25,000 of this amount immediately available. This appropriation will enable the department to buy the machines, which will be given a rigid test of maneuvers, according to official explanation, in southern California and Texas.

Arms Are Available
SPRINGFIELD, Mass.—Maj. Kenneth Morton, temporarily in command at the Springfield armory in the absence of Col. Stanhope E. Blunt, says that the mobilization of troops on the Mexican border is making little change in the shops here.

In case of actual conflict, however, a large stock of guns and ammunition is available and can be sent to the front on short notice. No indication of a heavy demand for guns or ammunition has been received as yet.

It is asserted that before Jan. 1, 1912, the United States arsenals and storehouses will contain 1,000,000 rifles and more than 150,000,000 rounds of ammunition.

Started by General Grant
NEW YORK—Major-General Grant, commanding the department of the East, started the "third provisional regiment of infantry" on Wednesday evening for the Mexican border. It was composed of men from Fort Totten, Fort Hancock, Fort Hamilton and Fort Wadsworth.

Col. John V. White of the coast artillery corps, will assume command at Fort Monroe and until the troops reach

there they will be under the direction of their company captains.

The armored cruisers at Tompkinsville, the Montana, North Carolina and Tennessee, are still taking on coal and other supplies. At the navy yard it was said that they might sail "at any time."

Off for San Diego
LOS ANGELES, Cal.—The cruisers Pennsylvania, South Dakota and California of the Pacific fleet, with Rear Admiral Thomas commanding, sailed today for San Diego.

New York Militia Ready
ALBANY, N. Y.—Adj. Gen. Verbeck, following a conference with Governor Dix on Wednesday, issued the following statement:

"Should the President find it necessary to call on regular troops from New York state to assist in any further concentration of troops, such organizations of the national guard of this state as may be necessary to protect property stand ready to occupy forts, barracks or reservations from which regular troops have been withdrawn."

Carry Car of Ammunition
NEW ORLEANS—Taking with them a car laden with ammunition, 100 enlisted men and 14 officers of the one hundred sixty-fourth company, coast artillery, left here for the Texas border, under command of Capt. H. C. Merriam.

Prairie Sails With 700
PHILADELPHIA—The United States transport Prairie, laden with a regiment of 700 marines, composed of detachments from this city, Washington, Annapolis, Brooklyn, Boston, Newport and New London, sufficient equipment and supplies to last for a campaign of two months, sailed today for Guantanamo, Cuba.

The marines are equipped with Springfield rifles, and among the stores on the Prairie are 365,000 rounds of ball cartridges.

UNITED FRUIT BOAT SAILS TO JAMAICA
Tourists filled the cabins of the United Fruit company's steamer Limon, Captain Smith, which sailed from Long wharf today bound for the tropics.

Among the saloon passengers were Miss Hope Laughton, H. H. Kendall and H. H. Kendall, Jr., Miss Mildred Pierce, S. B. Chelerton, James Schouder, Miss Leslie Allen, A. J. Lovett, A. B. Gilmore, R. D. Smith, J. J. Hayes, all of Boston; the Rev. W. P. Wolcott and Mrs. Wolcott of Boxford, R. W. Cushman of Swampscott, D. L. Bradford and John D. Wheeler of Boca del Toro.

The Limon proceeds direct to Port Antonio, Jamaica, and then steams across the Caribbean to Port Limon, Costa Rica. She carried out a large general cargo.

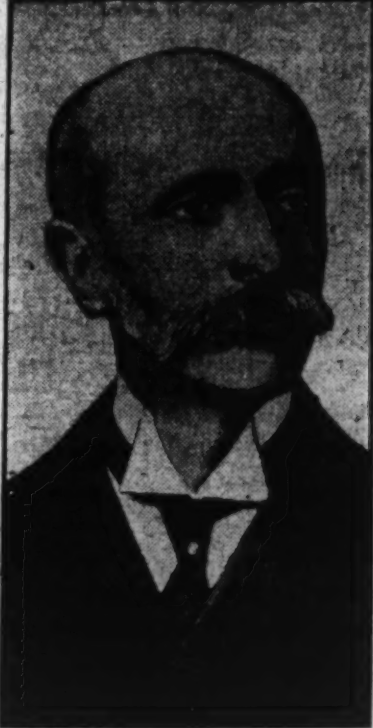
OPPOSE BELMONT GRADE CROSSINGS
BELMONT, Mass.—A meeting of citizens of the Waverley section has been called for this evening by the Citizens Association for Abolition of Grade Crossings to discuss the Trapelo road and Lexington street crossings.

Dr. O. F. Carr, chairman of the committee, will preside. Prof. Charles B. Breed of the Massachusetts Institute of Technology, consulting engineer, will present recommendations. Grade crossing conditions in other cities will be described by him.

The special commission appointed to recommend a plan to the railroad commission for doing away with the crossings will give a hearing at Waverley hall at 11 a. m., Saturday.

STEAMSHIP OFFICER SENTENCED.
NEW YORK—One year in the penitentiary was the sentence imposed by Judge Hough in the United States court today on William Rind, formerly chief officer on the steamer St. Paul of the American line, convicted of smuggling.

Mexican Cabinet Member Who Holds a Conference With American Financier



JOSE IVES LIMANTOUR.

MORGAN INTERESTS AND MR. LIMANTOUR CONFER IN NEW YORK

(Continued from Page One.)

been greatly disturbed by these sensational statements.

"I greatly regret the tone of many of the comments of the American newspapers upon the whole matter and also the excessive number of false rumors which are daily printed about Mexico. It is impossible for me to understand why sensational developments should be expected with respect to two peoples whose relations are so well defined as those of Mexico and the United States, and who are living and for a long time have lived as such good neighbors."

It was reported in financial circles that Morgan & Co., which has disposed of all of the recent Mexican bond issues, served notice on Senor Limantour that the credit of Morgan & Co. having been placed behind the bonds, order must be restored in Mexico immediately. It was also said that Senor Limantour gave Mr. Morgan the contents of a long official telegram from the Mexican government.

OPPOSE CHANGES IN HUNTING LAWS

Boston's Society of Natural History has issued its latest bulletin, which deals with the spring shooting law of the state. Glover M. Allen, the secretary, says the society feels that the Legislature should be guided more by opinions of experienced naturalists than desires of gunners, and is against any amendments to the present hunting law.

A longer season for duck hunting is sought by hunters. Ducks, sheldrakes, whistlers and coots have all decreased in numbers because of excessive hunting, and no longer season for hunting should be allowed, says the friends of the present law.

FIRST EDITION "PICKWICK" SOLD

NEW YORK—For a copy of the rare first edition of "Pickwick Papers," by Dickens, in original parts, \$1080 was paid Wednesday at a book auction at Anderson's, Caricatures, etchings, engravings and woodcuts, by Cruikshank, sold in one lot for \$775.

First editions of Pierce Egan's "Life in London" and "Life of an Actor" sold respectively for \$60 and \$52; an original copy of Joseph Nash's "Mansions of England in the Olden Time" brought \$100; Private Life and Conversations of the Emperor Napoleon at St. Helena by the Count de las Casas, \$53; and the rare Mark Twain article, "What is Man?" \$26.

ANTWERP CARGO IN ON MENOMINEE

One of the 27 passengers brought into port today by the Red Star liner Menominee, Captain Anfinssen, from Antwerp, was an American, the rest being Canadians, Belgians, Germans, French and Poles.

Captain Anfinssen reports passing the British steamer Galileo, from Hull, England, and another steamer with a black funnel two days ago. The Galileo should arrive Friday morning. Officers of the Menominee report severe conditions at sea, the vessel arriving here three days behind her schedule. She brought 2500 tons of general freight.

LECTURE FOR LETTER CARRIERS.
At the regular meeting of branch 34, National Association of Letter Carriers, in Paine Memorial hall, Friday evening, S. Richard Fuller of this city will deliver an illustrated lecture on North Africa. Invitations have been sent to supervisory officers of the Boston district.



"I Can't Afford To Be Without It."

"Why, I simply couldn't do without it," said the young housewife. "For less than seven cents a day I get service on a two-party line, and, with divided ringing, no bell sounds except when a call is made for my number."

"I want to economize, of course, but I don't think it is economy to be without a telephone. The rates are so low there is no ground for saying 'I can't afford it.'"

"From any point of view I can't afford to be without one. It's such a valuable assistant that if I had to choose between a maid and a telephone, but couldn't have both, I believe I'd choose the telephone."

"It's a great help in housekeeping, and, really, its mere presence is a comfort. I'm never lonesome, even if alone, for I know that if I want to make a Local or Long Distance call to some of my friends for a little chat, I can do so."

This and other Suburban rates will be explained in detail if prospective subscribers will go to any pay station and make a FREE CALL to Fort Hill 7600, and ask for the Rate Department. Or, they will receive special attention if they will come to our business offices at 165 Tremont St. or 119 Milk St., Boston.

IMPORTANT—If you act AT ONCE we will try to list your name and number in a SPECIAL ISSUE OF THE DIRECTORY, NOW ALMOST READY FOR THE PRINTER.



NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY

BLUEJACKETS BUSY POLISHING GUNS ON CRUISER DES MOINES

Although the cruiser Des Moines at the Charlestown navy yard presents a pacific appearance to the casual observer, being still in white paint, bluejackets on board are busy today preparing her battery of gattling guns. These guns are mounted on wheels for field service.

Word was sent to Washington asking the immediate shipment to the Charlestown yard of certain tools to carry on the extension work on dry dock No. 2.

A large quantity of shot, shell and ammunition of various kinds was taken aboard the cruiser.

This work is designed to eliminate certain features in the dock which inconvenience dry docking the newest and largest battleships.

As the Des Moines was about to go out of commission several of her crew had been given shore leave for extended periods and these have all been recalled and by tonight all the men are expected back aboard the vessel.

There is much conjecture at the yard as to the destination of the cruiser, but according to the provisions and coal she is taking it is believed she is due for patrol duty in the gulf of Mexico and she may be used for theoretically covering the possible landing of marines.

Maj. R. U. Patterson, Lieut. F. G. Delano of the seventh company and Lieut. H. A. Phillips of Fort Banks; Lieut. J. Pierce of the one hundred and fifty-third company, Lieut. J. T. Rowe of the fifty-ninth company and Lieut. M. B. Willett of the one hundred and twenty-fourth company of Fort Andrews; Lieut. V. E. Clark of the ninety-sixth company, and Lieut. G. P. Hawes Jr. of the ninth company of Fort Warren, and Lieut. F. L. Pereg of the one hundred and twentieth company, and Lieut. G. B. Lawason of the forty-sixth company of Fort Strong.

Eight officers of the coast artillery corps of the regular army, who have been stationed in forts in or near Boston harbor, left this city at 11 o'clock this morning for Ft. Monroe, Va. From that point they will go to San Antonio, Tex., on an army transport.

Some of these officers will receive staff positions, while the others will join their companies at San Antonio. They were the recipients of congratulations from their brother officers hereabouts, when it became known who had been chosen for participation in the "maneuvers." Those who left on Wednesday evening include:

Arthur P. Cushing, the Mexican consul in Boston, said that the press reports of the insurrection in Mexico are exaggerated.

"Chihuahua," said Mr. Cushing, "is near the border and I have no doubt that the press despatches we receive in Boston are greatly exaggerated. The trouble is confined to the state of Chihuahua."

"There has not been the slightest inter-

EUROPE MAY CALL ON U. S. TO PROTECT CITIZENS IN MEXICO

(Continued from Page One.)

American republics, or else admit that the Monroe doctrine is no longer operative.

In nearly every one of these republics there are heavy investments by European nations, principally the three just named, and in times of public disorder these nations will look to the United States for assistance, and should there be no response, they will intervene on their own account. This would give them footholds in the interested countries and open the way to serious questions involving the length of time necessary for them to restore order. Permanent occupancy would be one of the possibilities on the theory that the preservation of public order demanded it, and thus the Monroe doctrine would be nullified.

No European nation, it is assumed in this city, would ever undertake to fly directly into the face of that doctrine; on the contrary, the most of them have admitted its application. If they ever secure a permanent foothold on this side of the Atlantic, it will be through some debt-collecting expedition, or for the preservation of the persons and property of their citizens.

This situation, it is claimed here, will in the end really mean that the United States, whether it wants to do so or not, will be compelled to do a general police work in the western hemisphere.

The Monroe doctrine carries certain honors to the United States, which promulgated it, but it also carries certain responsibilities, the chief of which is that no creditor nation of Europe shall ever have an excuse for proceeding forcibly to the collection of debts, or to intervention to protect the persons and property of its subjects.

The present army maneuvers in Texas along the Mexican border have back of them the points noted above. Should tranquillity ultimately prevail in Mexico, through the ability of that country to settle its own internal troubles, the American army maneuvers will be entirely peaceful, and according to the officially announced plans; but if Mexico should seem unable to maintain public order, then the United States troops will cross the line, in response to the demand of certain European powers, and also

ruption in the mail service; I have been getting my letters from Mexico regularly without the slightest delay. The trouble started when the people of that state arose against a gang of corrupt politicians, but I know that the federal government is in the right."

"I doubt very much if the United States warships are sent there, because there are few harbors along the whole Mexican coast deep enough for them."

for the protection of its own citizens and their property.

The more recent American Presidents have all stoutly declared that the United States would never become the debt collector of Europe. The Monroe doctrine, they have asserted, meant simply that no foreign power should acquire territory on this side of the Atlantic. And yet, the point is made here, the United States will be compelled to collect these debts, in certain cases, just as in Mexico at present it is believed to be preparing, should the need arise, to preserve public order.

The United States, with \$1,500,000,000 of capital invested in Mexico, and many thousands of American citizens there looking after that property, is perhaps more deeply interested in the preservation of public order than Great Britain, France or Germany, and yet citizens of those countries are also in Mexico in considerable numbers, and have large amounts of money invested in mines, railways and in other public enterprises.

The demand of one of those countries that something be done to insure the safety of its citizens and of their property, it is believed here would compel the United States to prepare to intervene, should the necessity arise. The alternative would be intervention by one or more of the European nations, and this would lead to endless complications.

The bone of contention would be the question of when this intervention would come to an end. The European nation might easily claim that it was necessary for it to stay indefinitely. Sentiment in this country and in Mexico might demand early evacuation. A serious crisis might arise, involving the stability of the Monroe doctrine, and all this the United States avoids by preparing itself to intervene, should the government of Mexico be unable to restore public order.

READING CITIZENS TO CONSIDER NEW TOWN HALL SITE.

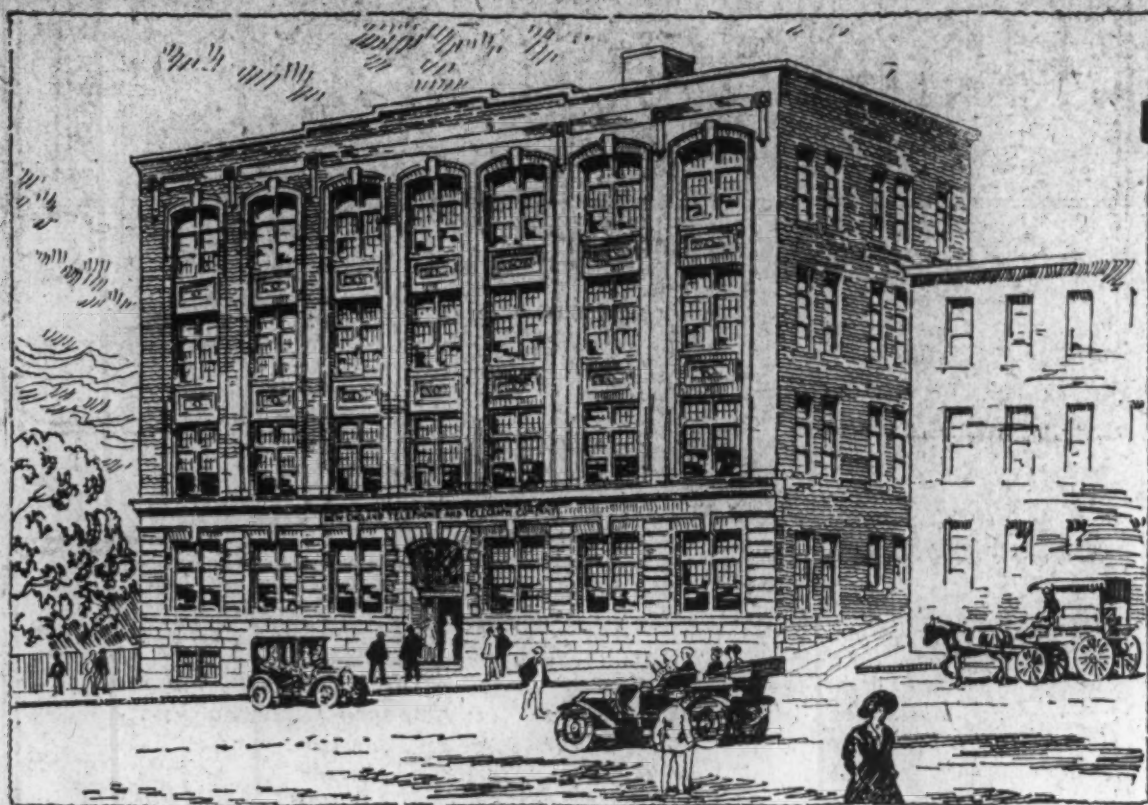
READING, Mass.—Leading questions to come before the annual town meeting next Monday evening are the purchase of a site for a town hall and the acceptance of Chapter 314, acts of 1909, which will be the opening wedge in the construction of a local sewerage system.

For a town hall the Y. M. C. A. directors have offered an unused building near the square for \$8000. The assessed valuation is \$10,000, and the building could be remodeled for municipal uses at comparatively small expense.

The warrant contains 63 articles. Extensive street lighting improvements are asked, and other articles call for the appointment of a town accountant and the abolishment of the auditors, the placing of police under civil service rules and revision of the building bylaws.

OVERRULES BATHING IMMUNITY.
DETROIT, Mich.—Judge Arthur Denison of Grand Rapids today overruled the plea of immunity filed by the defendants in the bathtub cases, which will probably be tried at the March term of court.

PROPOSED PORTLAND TELEPHONE CENTER



Sketch of telephone and telegraph company's new building, for Maine service, which will have frontage of 102 feet on Forest avenue.

PLANS FOR HOUSING GROWING TELEPHONE BUSINESS OF MAINE

PORTLAND, Me.—The telephone business of the state has increased to such proportions during the past few years that a new telephone building has become a necessity, and a large and commodious structure is to be erected here, it is announced by the New England Telephone & Telegraph Company.

The new building will be the division and district headquarters. It will be four stories in height, will be located on Forest avenue, and will have a frontage of 102 feet. Densmore & LeClerc of Boston are the architects.

The building will be ready for occupancy about Dec. 1.

The first floor will be occupied by the commercial department, the second by the traffic department, and local operating room, the third by the plant department, and operators' private room, and the fourth by the district auditing office, school for operators and toll operating room.

The company says that with one possible exception, this city has more telephones to each 100 inhabitants than any other city of its size in the United States. Its toll traffic is large, as the city is a vacation resort, and is the gateway to the summer resorts.

OLEOMARGARINE SENTENCE.

CHICAGO—Judge Landis has fined Frank Goll, who had been found guilty of violation of the oleomargarine restrictions, \$5000, and sentenced him to serve five years in Fort Leavenworth prison.

AMUSEMENTS

Boston Opera House

HENRY RUSSELL, Managing Director.
Regular Prices \$1.00, \$1.50, \$2.00, \$2.50, \$3.00, \$4.00 and \$5.00.

Tonight at 8, ANNA PAVLOVA and MIKAIL MORDEKIN, and complete Russian Ballet.

Friday, Mar. 10, MANON LESCAUT. Mmes. Melis, Swartz, MM. Constantino, Fornari, Tavecchia, Gills, Huddy, Giaccone, Pulcin, Gaudvort, Letol, Cond. Gaudvort.

Sat. Mar. 11, at 8, CARMEN. Mmes. Marguerita Sylva (only appearance this season), Deryne, B. Fisher, Roberts; MM. Clement, Maradone, Devaux, Giaccone, Gaudvort, Letol, Cond. Andre-Caplet.

Sat. Mar. 11, at 8, at popular prices, from \$2.50 to \$5.00, LA TRAVIATA. Mmes. Lipkowska, G. Fisher, B. Fisher, MM. Constantino, Folesse, Giaccone, Pulcin, Huddy, Perini, Cond. Morasconi.

LAST TWO WEEKS

Monday, Mar. 13, at 8, THE SACRIFICI. Mmes. Nielsen, MM. Sclaret, Fischer, G. Fisher, Roberts; MM. Constantino, Blanchard, Gaudvort, White, Huddy, Berger, Letol, Sirocco, Cond. Goodrich.

Wednesday, Mar. 15, at 8, Last performance this season of TOSCA. Mmes. Melis, G. Fisher; MM. Constantino, Amato, Perini, Tavecchia, Giaccone, Pulcin, Huddy, Cond. Morasconi.

Friday, March 17, at 7:45, Only performance this season of DON PASQUALE. Mmes. Nielsen, MM. Sclaret, Tavecchia, Fornari, Sirocco, Cond. Gaudvort. Followed by ANNA PAVLOVA and MIKAIL MORDEKIN, with complete Imperial Russian Ballet.

Sets on sale at Box Office and Downtown ticket office, 171 Tremont Street (Eastern Talking Machine Co.). MASON & HAMILTON PLANOES USED.

MUSICAL INSTRUCTION GOODRICH'S

"Guide to Memorizing Music."
"Music as a Language."
"Complete Musical Analysis."
"Analytical Harmony."
"Art Song."
"Theory of Interpretation."

Alfred John Goodrich
PARIS, 4 SQUARE ST. FERDINAND.
Instruction in all music branches.

FLORENCE A. GOODRICH
Composer of the Synthetic Series of piano pieces, Small Suite for Small Hands, Album of Piano Studies.
1828 TO 1832.

Paris, 4 Square St. Ferdinand
Instruction in all music branches.

ADVANCED PIANO STUDENT can care tuition with excellent teacher. Address L. C. A. 250 People's Gas Bldg., Chicago.

Wakefield W. R. C. to Entertain Veterans on Its Twenty-Fifth Anniversary



MRS. MYRA DUNBAR.

WAKEFIELD, Mass.—Members of H. M. Warren post, G. A. R., the Sons of Veterans and auxiliary and Corp. Charles F. Parker camp, U. S. W. V., and auxiliary will be entertained at G. A. R. hall this evening when H. M. Warren W. R. C. will celebrate the twenty-fifth anniversary of organization.

Dinner at 6 o'clock will be followed by an entertainment and addresses by heads of the patriotic bodies attending and invited guests from out of town including the department president of the W. R. C. Mrs. Edward J. Gihon is chairman of the dinner committee, Mrs. Mary Wright Warren, chairman of the entertainment committee, Mrs. Myra Dunbar is chairman of the reception committee and will be assisted by the past presidents.

APPROPRIATIONS FOR LEXINGTON TOTAL \$97,813.64

LEXINGTON, Mass.—The town officers estimate that \$97,813.64 will be sufficient for this year's appropriations, which will be voted upon next Monday evening. This exceeds last year's figures by \$176.53.

The largest estimate is for the town debt, for which \$25,026.65 will be sought, while \$20,000 will be needed for the highway department.

It is estimated that \$6500 will be used by the police department, and \$100 less for street lighting. The fire department seeks an appropriation of \$5500, while for the care and installing of hydrants \$5000 will be needed.

ITALIAN WARSHIPS RUSHED TO TRIPOLI

ROME—Italy today despatched several warships to Tripoli, where an anti-Turkish revolt is credited.

Italy is credited with having long coveted Tripoli and should the situation warrant it is said she may intervene.

SCHOOLS

SHORTHAND IN 30 DAYS

Boyd Syllable System—written with only nine characters. No "positions"—no "ruled lines"—no "shading"—no "word signs"—no "cold notes." Speedy, practical system that can be learned in 30 days of home study, utilizing spare time. For full descriptive matter, free, address Chicago Correspondence Schools, 299 Chicago Opera House Block, Chicago, Ill.

HOTELS

HOTEL LUZERNE. Opposite main entrance to Lincoln Park, cor. Clark and Center sts. Rooms single or en suite, with or without bath; hot and cold water in every room. Rates \$12.50 up per week. F. WELSHAM, Prop. Tel. Lincoln 4918.

JUDGE KNAPP NAMED AGAIN AS MEDIATOR UNDER ERDMAN ACT

WASHINGTON—Presiding Judge Martin A. Knapp of the commerce court has been named by President Taft as one of the mediators under the Erdman act, in accordance with an amendment to that act which the Congress recently attached to the sundry civil appropriation act.

The original Erdman act provided that the chairman of the interstate commerce commission and the commissioner of labor should be ex-officio members of the mediation board, whose duties are to adjust, if possible, when called upon, controversies between interstate transportation companies and their employees.

For several years Judge Knapp, as chairman of the commission, and Dr. Charles P. Neill, commissioner of labor, have successfully acted as mediators under the law.

Upon the retirement of Judge Knapp from the interstate commerce commission, the commission, through Chairman Clements, put before the President the desirability of relieving the chairman or any other member of the responsibility of acting on the mediation board.

As a result of this, an amendment was attached to the sundry civil act giving the President authority to designate as a member of the mediation board either a member of the interstate commerce commission or a judge of the commerce court.

In compliance with this act the President has named Judge Knapp. Dr. Neill will continue to serve as the other member of the board.

SOUTHERN ESSEX DISTRICT SUNDAY SCHOOL MEETING

LYNN, Mass.—Clergymen and laymen are among the speakers at the eighteenth annual convention of the Southern Essex district of the Massachusetts Sunday School Association (interdenominational) at the First Methodist church today.

Fifty-two schools in Lynn, Swampscott, Saugus, Lynnfield, Nahant and Cliftondale are represented.

The afternoon session will be addressed by the Rev. O. J. White of Lynn, the Rev. J. Franklin Knott, who will deliver the address of welcome; the Rev. Ernest W. Homan, president of the association; the Rev. Maurice A. Levy of the Newton Centre Baptist church; Miss Florence Nichols, missionary secretary; Hamilton S. Conant, general secretary of the Massachusetts Interdenominational Sunday School Association; Mrs. Bessie Roper Conant, Miss Elizabeth A. Howard, Mrs. L. E. Ware, state elementary secretary; Everett D. Ames, Mrs. S. J. Cox of Everett, D. J. Hatfield, the Rev. Charles E. McColey, Mrs. E. M. Jeffs, Mrs. F. E. Barker of Worcester.

In the evening, following a reception, the following will speak: Arthur F. Moody, the Rev. Samuel N. Gorsyth, superintendent of New England Board of Presbyterian Sunday Schools; the Rev. C. O. Farnum, the Rev. George G. Williams, the Rev. Jonathan Cartmill of Swampscott, the Rev. James E. Coons of East Saugus, the Rev. C. Thurston Chase, Mrs. Harriet A. Bray the Rev. Charles E. McColey of Lawrence.

FIRE IN CINCINNATI.

CINCINNATI—Fire in the four-story plant of the Murdock Manufacturing & Supply Company early today caused a loss of \$75,000.

POST GIVEN TO H. H. BENDER. NEW YORK—William Barnes, Jr., new chairman of the Republican state committee, has made Harry Hamilton Bender treasurer of the committee.

SEATTLE, Wash.—Shipments of flour from Puget Sound to the Orient in February broke all previous records, aggregating 263,088 barrels.

TURPENTINE 90 CENTS A GALLON. SAVANNAH, Ga.—For the first time in the history of the industry, turpentine was quoted here on Wednesday at 90 cents a gallon.

NEW ROADS IN SAN JOAQUIN. STOCKTON, Cal.—Of the 238 miles of highway to be improved under the \$1,500,000 bond issue, 100 miles are in course of improvement. While only one road has been accepted, several roads are practically ready to be turned over to the county.

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NEWS BRIEFS

REFORMERS CONTROL SEATTLE. SEATTLE, Wash.—Five aldermanic candidates who are members of the Pacific Welfare League, and four who were endorsed by the league, have been elected here, putting the reform element in control of the city government. The proposition for a municipally owned street railway carried.

GENERAL GRANT FOR CORONATION. WASHINGTON—Maj.-Gen. Frederick D. Grant, at present commanding the department of the east, has been selected as military aide on the staff of John Hays Hammond, special ambassador to represent President Taft at the coronation of King George V.

WABASH INCREASES WAGES. CHICAGO—A wage increase, approximating 10 per cent, has just been granted engineers, firemen, trainmen and conductors on the Wabash railroad.

RATE CASE ON IN SAVANNAH. SAVANNAH, Ga.—Cases of the government against the Merchants & Miners Transportation Company for alleged violation of the interstate commerce act were begun in the United States circuit court Wednesday.

SUIT AGAINST WABASH ROAD. ST. LOUIS—Fifty-three violations of the federal 16-hour law are alleged in a suit filed by the United States district attorney against the Wabash railroad. The government asks penalties of \$26,500.

MISS TURNBULL LOSES SUIT. LOS ANGELES, Cal.—In the case of Beatrice Anita Baldwin Turnbull of Boston, who sought a one sixth share in the \$11,000,000 estate of E. J. Baldwin, the jury, under instructions from the court, reached a verdict Wednesday adverse to the claimant.

NEW KANSAS CITY BISHOP. KANSAS CITY—At a convention of Episcopal churchmen and laymen on Wednesday Bishop Sidney C. Patridge of Japan was elected bishop of the diocese of Kansas City, to succeed Bishop Edward R. Atwill.

MAINE'S STATE DEBT. AUGUSTA, Me.—The special joint committee of the Legislature, which has been investigating the state finances, will report today that the state's net debt, Jan. 1, 1911, was \$2,554,708.26.

RHODE ISLAND HEARING ON. PROVIDENCE, R. I.—A hearing is progressing in the Legislature here on the bill to abolish the property qualification of voters law.

CHICAGO BUILDING STRIKE. CHICAGO—The Chicago trades council and the steamfitters union have ordered 10,000 men on strike.

OHIO LEGISLATIVE ACTION. COLUMBUS, O.—The house on Wednesday passed the Crosser bill, providing for the initiative and referendum in municipal legislation. The Senate defeated the Oregon plan of electing United States senators but adopted the Russell resolution previously adopted in the House, calling on Congress to summon a constitutional convention to draft an Amendment for direct vote on United States senators.

CHICAGO TOURIST RATES UP. CHICAGO—Summer tourist rates from Chicago to Atlantic coast points will be increased this year.

URGES A LARGER NAVY. LOS ANGELES, Cal.—Lincoln C. Cummins of Baltimore, honorary vice-president at the closing session of the Navy League on Wednesday argued that the United States navy should equal that of any opponent.

OFFERS ON CUSTOM FRAUDS. WASHINGTON—Offers of civil compromise in customs fraud cases continue to reach the treasury department at a rate of from \$5000 to \$10,000 a day. Secretary MacVane now has proffers totaling \$1,000,000, composed chiefly of small claims at New York, Boston and Philadelphia.

SEES CITY RULE IMPROVING. NEW YORK—The evils of municipal government in America are fast passing, said the British ambassador, James Bryce, in an address before the City Club Wednesday night.

WORCESTER TECH SEEKS HEAD. WORCESTER, Mass.—The presidency of Worcester Polytechnic Institute has been offered to Mayor James Logan.

FIXES PANAMA FREIGHT RATE. WASHINGTON—Secretary Dickinson has ordered prepared a two-year contract between the Panama railroad and the Pacific Mail and the California-Pacific Steamship companies, allotting to the latter 60 per cent of the rates on through freight between San Francisco and New York.

SEATTLE SOUND FLOUR TO ORIENT. SEATTLE, Wash.—Shipments of flour from Puget Sound to the Orient in February broke all previous records, aggregating 263,088 barrels.

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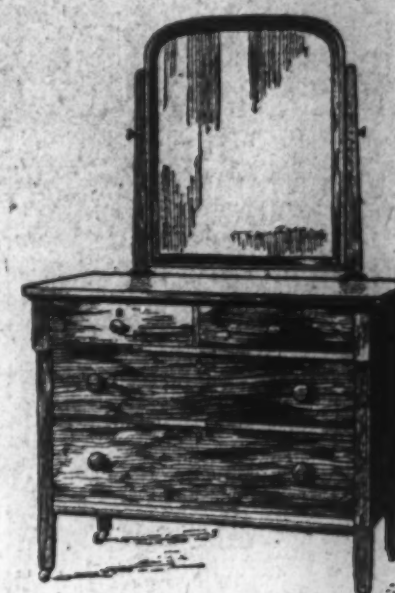
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At Paine's—Mahogany Bedroom Set, \$96.

THE LOWEST PRICES IN BOSTON

We propose to meet squarely the question of price. Thousands of our customers in the past year have found by actual comparison that our prices are not equalled in Boston. This is particularly true of our medium and low-priced furniture.

Our advertising this spring will present many examples. Here is one of them. All pieces are mahogany, of exceptional purity and beauty of design:

BUREAU. Modified Colonial. Its chief beauty is its rich mahogany, of which the cut gives no hint.....\$37

FOUR-POSTER TWIN BEDS. The famous cone-top pattern. Per pair\$50

TWO CHAIRS, with a character that few bedroom chairs possess. The pair\$0

Set complete, 5 pieces, \$96.

PAINE FURNITURE COMPANY
48 Canal Street
Between North Station and Haymarket Square

WHAT EDITORS ARE SAYING

THE selected editorial comments to-day deal with the resignation of Richard A. Ballinger from the post of secretary of the interior, and with his defense by President Taft.

WORCESTER (Mass.) TELEGRAM—Secretary of the Interior Ballinger is forced out of the cabinet by the self-appointed regulators of American affairs who have nothing to do but make life uncomfortable for public officials who undertake to carry out the laws on the broad basis of progressive Americanism. It is not a serious matter that one man is to succeed another in the cabinet, but it is a matter of importance to the country that the successor is one more of the obstructors to the development of natural resources by the employment of capital and labor.

LOWELL (Mass.) COURIER-CITIZEN—The President sees in the campaign against Mr. Ballinger an attack upon himself. We do not believe that he is justified in this conclusion, or that his loyalty to the man whom he selected as a member of his cabinet has done him much harm in the eyes of fair-minded people. There has been a widespread call for Mr. Ballinger's retirement, but it was largely because of a loss of public confidence in him. The head of a great department should not be forced to spend his time and his strength in defending his reputation. If he cannot clear himself within a reasonable time, it is better for the public service that he retire, even if in so doing he sacrifice himself. There are people who believe that Richard A. Ballinger did us his important office to further the schemes of certain friends as many another cabinet member has done in the past; but the majority of people, not having personally examined whatever evidence may have been offered against him, have believed that his usefulness was at an end, whether by unfortunate circumstance or otherwise, and have favored the step that he has now taken.

SPRINGFIELD (Mass.) REPUBLICAN—President Taft puts it rather strangely when he tells Mr. Ballinger he has been the victim of one of the most unscrupulous conspiracies for the defamation of character that history can show. But we may concede that he has been persecuted beyond the limits of his deservings. He was badly placed in the cabinet at exactly the wrong time. The time was wrong because of all the reforms which came under the Roosevelt leadership, that relating to conservation fell into the greatest, hysteria. The place was wrong because, as commissioner of the general land office, he had performed acts open to criticism, as in the clearing of the Cunningham coal claims, and had on retiring from the land office accepted employment as attorney in cases that had been before that office. He was thus made to appear as hav-

ing been professionally involved with interests engaged in raiding the public domain, and this at once brought him into popular distrust as a secretary of the interior wholeheartedly devoted to the public interest. Moreover, he began his administration of that office in a manner needlessly well calculated to start the hue and cry of the hysterical Roosevelt-Pinchot propaganda. The high-handed and apparently lawless act of the Roosevelt administration in withdrawing millions of acres of public land by executive order on the night before President Taft's inauguration was no doubt properly to be undone, but it did not have to be undone within a day of Mr. Ballinger's assumption of the office and without any explanation. Nor was he any less fortunate in his conduct after the hue and cry began to beat him. He made trivial matters appear serious in the case against him by a want of candor which came to be exposed, and he was not helped any by the apparent purpose of the President to stand by him come what might.

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ARMY AND NAVY NEWS

Today's Navy Orders.

Lieut. E. F. Greene, retired, Las Animas, Col., to home.

FASHIONS AND THE HOUSEHOLD

SPRING FASHIONS IN NEW YORK ENGLISH CHAPERONAGE RULES

Hats in great variety, short coats and straight lines.

Just what is permitted to a girl in society.



NEW YORK—Unusually fine displays of spring hats and dress materials are made in the windows of our stores and specialty shops. The woman who does not succeed in finding the hat that suits her this year, will have only herself to blame, for an endless variety of shapes, styles and colorings are out. There are high crowns with abbreviated brims, medium crowns with brims that limit their spread only at the width of the shoulders. Fly-away styles, next to demure and dainty shapes, in colors that contrast well with almost any scheme or desired effect. Straws that look almost clumsy in their heavy braiding, but that, really are light and very durable, come in color blends of green and blue, red and brown, etc., as well as in one-color effects, of peacock blues and deep purples as well as in more neutral tones. These are the smartest in turbans and small high crowned shapes and their trimmings are simple after the fashion of the winter, just enough to make them go, but nothing to obscure their lines or shapes. Brims and crowns that don't match in color or texture are among some of the smartest models. Black hats with brims of green velvet, or of king's blue or coral have the puffed and draped crowns of horsehair, and flower garnitures in wreaths of small blossoms just above the velvet binding, or often just upstanding bows or feathers, or wings placed anywhere but in the middle of the front. Center back trimmings are very good style.

Smart tailors and dressmakers here are making great use of the lovely silk and wool poplins that come in an endless variety of fashionable shades and colorings. These drapes like silk crepe, but wear almost indefinitely, owing to their wool filling. This year they can be had in beautiful self-toned borders and in brocades to match the plain material, which makes them ideal for developing many of the latest French models.

The new tailor-mades include frocks as well as coat and skirt models, and the use of wool-backed satins and silk and wool mixtures for this type of costume will be a marked feature of the coming season. Suit coats are short and square cut, quite, or nearly straight under arm seams, and end at the line of the hips as a rule, though if that length is unbecoming there are short Etons and a few longer models to select from. The Etons are very much like short kimono and are decidedly loose fitting, though many of them finish with a shaped band. Serge and heather mixtures are first choice for hard wear costumes, and very dark navy blue serge is again a favorite for plain colored suits and street dresses. Fancy vests of brilliant brocades or of pekin striped silk or cotton, and touches of similar materials in cuffs, collars, and even in skirt trimmings are shown on some of the best models. In fact the use of cotton and linen materials for

trimming purposes on wool and silk dresses is a marked fact this year.

Two smart tailor-mades are shown in the accompanying illustration. The suit on the right is of Shamrock silk and wool poplin in "neu browne" shade, darker shade satin trimming. The costume on the left is black Laineo satin, Soutache braid with a thread of dull gold makes the borders on coat and skirt. Hat is of net and feathers, with brim of emerald-green velvet. The designs are by the McCall Company, New York, makers of patterns.

FASHION BITS

Copies of old beaded bags are all the go, and happy the woman who possesses one of the veritably old designs.

If you have discarded bands of swan down, now is the time to get them out. This fluffy feather fur is much used on girlish gowns of colored silk muslin dyed to match the material.

Have you seen the dress shoes made of satin covered with gold and silver lace with gold or silver heels to match?

For outing purposes are worn knickerbockers of chamois cut rather scant and well ventilated with holes. Waistcoats of chamois are also popular for extra warmth.

One of the new bows seen on the first summer hats for the South was of heavy cream lace lined with satin which projected like a border all around the net. Another bow of this sort was of black net lined with white satin.

An old sealakin cap was made into a fascinating fur bag with a gold frame and monogram from which the white suede bag had worn out.

HOME HELPS

Moistened salt rubbed on cracked eggs will prevent whites running out when boiling.

Before using crayons on blackboards place a box containing the crayons in a moderately hot oven and let it get thoroughly heated through. The crayons will not scratch, will write smoothly, and there will be less dust on the clothes and fingers.—Louisville Herald.

Cakes will not stick to their tins if placed on a damp cloth when removed from the oven.

When making fruit pies, damp the edge with milk instead of water. It holds better, and the juice is not so liable to boil over.

In making a crust of any kind, do not melt the lard in the flour. Melting will injure the crust.—Spokane Chronicle.

IT depends upon the style of chaperonage given whether a girl enjoys herself much or little. At a dance she is often dependent upon her hostess, who undertakes to chaperon all her girl guests in lieu of inviting their mothers to perform that duty.

This is a very easy-going style, and at a dance given at the house of a hostess the girls really need little or no chaperonage. They know almost all present, and are known to them; thus introductions are at a discount, and sitting out beside a chaperon until claimed by a partner is beside the question, says a writer on English chaperonage in the Toronto Mail and Express.

At a large ball chaperonage comes into force, which may be taken to mean that a girl is accompanied by a relative or married friend, that she enters the room with her, stands beside her, or sits beside her until the young men presently come to ask her for dances, and that occasionally during the evening the chaperone sees something of the girl for at least a few minutes, always supposing that she is a popular girl and there is no lack of partners. If this is not so, the chaperon's office is to endeavor to find partners for her, either by introducing her to young men whom she knows or to obtain introductions for her through some of her married friends.

At dinner parties the slightest chaperonage is required. A girl may go by herself if the hostess undertakes to chaperon her, and leave by herself, or she may go with her father or her brother. It is merely companionship, by the way, that she requires, some one with whom to arrive and some one with whom to leave. This is the gist of the position. At

luncheon the same rule holds good, and a girl often goes by herself and leaves by herself, the company of a male relative being out of the question. A mother and daughter are, on the other hand, generally invited together, but this is companionship and not chaperonage.

The age of a girl somewhat depends upon whether she goes to afternoon "at homes" by herself or with her mother or other relative. If she is just out, the chaperonage of her mother is considered desirable. If she is some way down the twenties, she can dispense with it, as she is certain to find many of her friends among the guests, and therefore does not require this social support.

At outdoor gatherings, cricket matches, etc., the chaperonage of a mother or married friend or a father or a brother is a distinct advantage to a girl; indeed, she could not appear at such places without it, and therefore it is always accorded on such occasions.

Two sisters can be accompanied by a gentleman to a theater, but they are supposed to go to supper with him at a restaurant afterward; the line is drawn here, and very distinctly so. On the other hand, if a theater party is arranged to include young men and maidens, a brother of one of the latter, whether married or unmarried, is considered all sufficient chaperon for the occasion.

An elder sister can act as chaperon to her younger sisters at an afternoon tea given by one of their young men friends at the hotels, restaurants or tea-rooms, but a girl should not go alone to tea with one of her men friends, but should be accompanied or joined by a married friend of her own or by one of his relatives.

SHE IS ALWAYS WELL DRESSED

Business woman who knows how to get smart effect.

I KNOW one business woman who dresses always very well and always with an effect of great smartness, says a writer in the Chicago Inter Ocean, and she has told me how she does it.

First of all, she goes to as good a tailor as she can afford and buys a suit a year. She always has her suits cut in exactly the same way—a habit back skirt, opening at the side front with invisible hooks, and with a belt of the same material stitched on; walking length, of course, but always severely plain, whether plaits or gathers or bands are worn or not. The coats are plain, too, varying in length as the styles demand, but always semi-fitting with mannish sleeves and revers. The buttons are bone, for cloth buttons, even the best, wear shabby soon. There is never any braiding on her suits nor trimming of any sort, though in her second year they are sometimes fresh-

ened with cuffs and collar of velvet. A plain, well-cut suit like this always looks well, is just as smart the second year as the first, and has nothing about it to get shabby and dowdy. It is needless to say that she always chooses inconspicuous materials, gray chevise, black and white tweed, blue serge and the like—things which never go out of style, but are always worn by the very best dressed women.

She usually has two hats, one very small and smart, the other a medium size and trimmed somewhat elaborately, but not so much so that she cannot wear it to her office. It is for the occasions when she cannot take time to go home to dress when she is going out to dinner or the theater. Her gloves are always heavy and dark, except when she wears wash leather—and those, of course, she can wash herself.

Her blouses are her greatest triumph. She gets white dotted swiss and striped dimity and has them made up into semi-tailored styles for summer. For winter she has two blouses, one of crepe de chine, which is so easily cleaned, and another of satin, both to match her suit. With a velvet bow for her throat which matches the cockade on her hat, or perhaps a string of either coral or amber beads, she is always well and interestingly dressed.

The point is this—she knows what she wants and gets it and gets nothing more. She saves her money for books and concerts and theaters and travel. It may not be especially exciting to one's feminine love of finery to buy clothes in this studied and scheduled way, but the result is decidedly worth while.

SLEEVE LENGTH

The length of sleeves begins at the wrist and ends at the shoulder. You can wear them where you like, but not when you like. For example, the long sleeve belongs to the morning, the elbow or three quarters length sleeve to the afternoon, but the dress that is practically sleeveless or where the sleeve exists but does not reach to the elbow is used only for evening purposes. For chiffon blouses, semi-tailored coats and afternoon dresses the shorter length sleeve is very smart. Use it if you can in all your important suits and gowns, for it is very pretty.—Delineator.

SOLVE YOUR

BREAD PROBLEM

BY SERVING

EDUCATOR CRACKERS

Heat EDUCATOR WAFERS in the oven, leaving the door open, and butter them as you eat them. They are the sweetest morsel you ever tasted, and take the place of bread and biscuit at any and all meals. When once tried, they are given a place on the family table, morning, noon and night.

YOUR GROCER SELLS THEM IF NOT, GIVE US HIS NAME

Johnson Educator Food Company

NEW YORK PHILADELPHIA BOSTON PROVIDENCE NEWBURYPORT



One of Lewandos Two Ton Trucks

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TELEPHONE CONNECTION WITH ALL SHOPS

BOSTON SHOPS

17 Temple Place

284 Boylston Street

Works at Watertown Massachusetts

"YOU CAN RELY ON LEWANDOS"

CLEANSERS

DYERS

LAUNDERS

TRIED RECIPES

COCONUT LAYER CAKE.

CREAM two cupfuls of sugar with one half cupful of butter, add three fourths of a cupful of sweet milk alternately with two and one half cupfuls of flour into which have been sifted two heaping teaspoonfuls of baking powder. When the batter is smooth, add carefully the whites of eight eggs beaten to a stiff, dry froth. Bake in layers and fill with the following coconut filling: Beat the whites of two eggs to a stiff, dry froth, add enough powdered sugar to make the filling the proper consistency to spread. Mix with freshly grated coconut and spread between the layers. The top of the cake should have the frosting spread over it carefully, with-out any coconut stirred in it, but the coconut sprinkled thickly over the top.

ASPIC JELLY.

Aspic jelly is always made with meat stock, and a clear consommé makes the best flavored jelly. Take two quarts of clear consommé, add a sprig of tarragon or one tablespoonful of tarragon vinegar. Boil until the stock is reduced to one quart. Take from the fire, add one tablespoonful of granulated gelatin dissolved in one half cupful of warm water, and season farther if desired. Strain through a cheesecloth into a mold previously wet with cold water. When cold the stock should have jellied, and may be cut into cubes or diamonds, or it may be poured into a border mold, and when solid turned out and the cold meat or salad served in the center.

SPANISH QUINCE PIE.

Line a deep earthen pie plate with puff paste, prick it with a fork, and bake brown. When done, fill it with a layer of quince marmalade, and cover with another deep layer of whipped cream, slightly sweetened and flavored with pineapple juice. Decorate with pieces of angelica and preserved cherries, and serve cold.—Good Housekeeping.

CHOCOLATE MOUSSE.

Whip and strain one quart of cream and whip again all the cream that drains through. Place in a small sauce pan an ounce of chocolate, two tablespoonfuls of boiling water, three of sugar and stir it over a hot fire until it is smooth and glossy. Then add three tablespoonfuls of cream to the mixture and two teaspoonfuls of vanilla. Sprinkle some powdered sugar over the whipped cream and pour the chocolate into this. Stir into the cream, stirring very gently until well mixed. Place the cream in a mold and freeze as usual.

LID ON THE SIDE

England has produced a teakettle with the lid on the side, and hinged. The lid may be lifted and held up by the thumb of the hand which holds the kettle while the other hand is free to operate the dipper or water faucet.—Milwaukee Journal.

LOTS OF FRINGES

Fringes of all kinds are growing in favor. These are seen in beads, pearls, chenille and silk, says the Chicago Inter Ocean. One costume of mauve satin had its short, loose coat and the scalloped bottom of the short skirt edged with a deep fringe of amethyst beads.

James McCreery & Co.

23rd Street

34th Street

New York

On Friday, March the 10th

WOMEN'S COATS. In Both Stores.

Blue Serge Paletots.....19.50 and 25.00
Long Coats of Black Satin or Imported Pongee, lined with Peau de Cygne. 32.50

MERINO UNDERWEAR DEP'TS. In Both Stores.

Swiss Ribbed Union Suits,—tight knee or umbrella shape. 50c
Ribbed Vests, trimmed with lace.....25c

JUNIOR SUIT DEP'TS. In Both Stores.

Junior Suits of Serge or Mixed Fabrics. Sizes 14 and 16 years. 22.50
Girls' Coats of Navy Blue Serge or Shepherd Check Worsted. Size 6 to 14 years. 7.75
Juniors' Dresses of Silk, trimmed with contrasting colored silks, finished with sailor collar. Sizes 14 and 16 years. 12.50

James McCreery & Co.

23rd Street

34th Street

New York

A DELICIOUS DESSERT

will often redeem a poor dinner because it is the last course that people remember.

A dessert deliciously flavored with

Burnett's Vanilla

will be the fitting climax to a perfect meal.

FOR SPRING SUITS

Black will be just as smart this spring as it has been throughout the winter, and the best suit in the wardrobe is often of black satin, although broad-

cloth is used also and is always in good taste. Every fabric in colors offered for the new suit is shown, in black also, and, although various light tones are fashionable for the spring suit when made of satin, black is always used.—Philadelphia Times.

BAY STATE NEWS BRIEFS

WAKEFIELD.
The selectmen have elected George E. Walker chairman and Charles S. Young secretary and have appointed James J. Pollard chief of police, Maynard E. S. Clemons, town counsel; Harry A. Symonds, clerk of the board, and Fred J. Black, custodian of the town hall. There is likely to be a contest for the office of superintendent of streets. Dennis C. Greeny and Henry A. Davis of Franklin are in the field and others are expected. The appointment may be made tonight.

Fred E. Bunker, who was defeated for a place on the board of selectmen by Nathaniel E. Cutler by 10 votes, will file a petition tonight for a recount.

BEVERLY.
Horace M. Sargent, grand master, paid an official visit to Bass River and Consort lodges of Beverly and Agawam lodge of Ipswich at a joint meeting held with Consort lodge of Odd Fellows Wednesday evening. There were 500 present and after the ceremonies a dinner was served.

John B. Tivnan of Salem, chairman of the state commissions in charge of the state institutions at Tewksbury and Bridgewater, gave a talk before the Republican club Wednesday evening. The talk was illustrated with 150 views.

STONEHAM.
A concert will be given in the Baptist church, March 16. Miss Mildred Newhall, reader, of Wakefield, Miss Merle Clough of Malden, Miss Sylvia Hole and Miss Pauline Hole, violin and piano, and the Baptist male quartet, will furnish the program.

A May festival under the direction of the entertainment committee of the Unitarian church will be held in the vestry, Friday evening. Many children will take part.

READING.
Electric lights will be asked for by the municipal light board for the following streets: North Main, Village, Mill, Ash, Bancroft, Washington, South, West, Summer avenue, Union, Middle Howard, Hopkins, Warren avenue.

At the Woman's Club meeting Friday afternoon, J. Adams Puffer will lecture and the club has extended an invitation to men interested in boy problems.

WINCHESTER.
The Ladies Friendly Society holds a sewing meeting this afternoon.

Ladies Aid Society of the Methodist church will hold an all-day meeting with Mrs. Frank E. Crawford.

Edmund Garrett will give the second lecture of a course in Metcalf Hall Friday evening. His subject will be "English Baronial Castles and French chateaux."

RANDOLPH.
The selectmen have elected John E. McDonald chairman and James H. Dempsey clerk. The board of water commissioners has chosen Daniel B. White chairman, W. F. Bassett clerk and Richard Forrest superintendent.

Ladies Benevolent Society of First Congregational church will present a play in the vestry March 22.

MEDFORD.
The high school battalion will participate in the annual drill under the auspices of the cadets of the Institute of Technology, either April 26 or May 3.

Mayor Charles S. Taylor will formally open the Teachers Club fair in the high school Friday night. The proceeds will go towards the travel fund of the club.

HANOVER.
MacWatters quartet of the Theological school of Boston University will give an evening's entertainment in the town hall, Center Hanover, Wednesday evening. The Library Aid Society is arranging for a fancy sale March 17. Friday evening the society will hold its annual costume carnival.

BROOKLINE.
At the next meeting of the Brookline Lodge of Elks Dr. Frederick L. Hayes will be installed as exalted ruler.

Edward A. McGettich has been appointed secretary of the board of selectmen, while Miss Agnes G. Killion and Miss Margaret O'Hearn will act as the board's stenographers.

CLINTON.
Ladies' Benevolent Society of the Congregational Church will hold a food sale in the vestry Friday afternoon.

Clinton High girls' basketball team will play the Woonsocket High in the armory Saturday afternoon.

QUINCY.
Fragrant Society of First Methodist church held a supper and sale Wednesday evening.

The Rev. George B. Huntington is building a new residence on South Central avenue.

WEST BRIDGEWATER.
The students at Howard Seminary are arranging for a concert next month. The business session of the annual town meeting will be held at Grange hall Monday.

ABINGTON.
Ladies Sewing Circle of West Methodist Episcopal church will close a two days' fair in the vestry this evening.

Mrs. Calvin Baker entertained the Boys Club of the Universalist church Thursday evening.

HOLBROOK.
Mrs. Charles Hutchins is entertaining the Ladies Sewing Circle of Brookline Baptist church this afternoon.

EAST BRIDGEWATER.
An old-fashioned costume party will be held in the Methodist church March 17, under the auspices of the Epworth League.

The senior class of the high school will hold an entertainment and dance at Elmwood hall this evening. James Hagan will present an original farce. The senior class plan to leave March 25 for Washington.

WHITMAN.
Mrs. Jacob Hersey has sold a lot of land on Whitman avenue to Lloyd Griffith, who will erect a residence.

The Whitman Club is arranging for a series of social meetings. George D. Alden is president.

MIDDLEBORO.
E. W. Peirce post 8, G. A. R., will celebrate the anniversary of the post Monday evening.

The senior class of the high school will leave March 24 for Washington, where they will spend a week sightseeing.

LYNN.
Company T, eighth infantry, M. V. M., will observe Grand Army night Tuesday. Police and fire department men have asked the municipal council for increased salaries.

ROCKLAND.
The Woman's Club will hold a musical in Grand Army hall March 17.

The annual meeting of the Cooperative Bank will be held this evening.

WEYMOUTH.
The school committee will meet this evening for organization.

The annual fair for the Fogg Library will be held in Fogg's opera house April 18, 19 and 20.

BRAINTREE.
Men's Club of All Souls Unitarian church held its annual ladies' night Wednesday evening. Following a dinner former Gov. John D. Long of Hingham spoke on "Abraham Lincoln."

L. D. BRANDEIS FOR A FURTHER INVESTIGATION

CONCORD, N. H.—Louis D. Brandeis, attorney for the state of New Hampshire in the railroad rate case, on Wednesday said in effect that, pending full investigation, he would advise leaving affairs "as nearly as possible in statu quo."

He added that in his opinion immediate settlement of the matter is impossible because of the necessity for further investigation.

This stand was taken by him at the hearing before the special committee of the New Hampshire Legislature in response to a request by John W. Kelley, attorney for the railroad, for a definite analysis of the position of counsel for the state.

Most of the witnesses expressed satisfaction with rates and service. Mr. Brandeis brought out the fact that practically all of the manufacturers testifying were concerned only with the commodity rates, and were not interested in the class rates, which are particularly involved in the present investigation.

MELROSE TOWN HALL BONDS TO BE PAID AT ONCE

Melrose will cancel this year the town hall loan contracted 36 years ago. The outstanding bonds amount to \$45,000, and there is in the sinking fund \$44,388.16. As the bonds do not mature until Sept. 1 next there will be a surplus in the sinking fund after meeting the payment.

The town hall, now used as a city hall, was erected in 1875 at a cost of \$75,000. The interest paid on the bonds has been more than double the cost of the hall.

The city will also retire this year \$60,000 worth of water bonds and \$25,000 worth of sewer bonds, a total of \$135,000 worth of bonds, or about one sixth of its bonded debt.

BOSTON-NEW YORK CANAL PLAN URGED

A plea for the construction of the proposed system of canals to connect Boston with New York was made at the March meeting and luncheon of the New England Waterways Association late Wednesday, by Edward Parrish, assistant United States engineer, in a paper entitled "The New England Portion of the Proposed Intra-Coastal Waterway."

Other speakers were State Forester F. W. Rane, E. R. B. Allardie, superintendent of the Wachusett department of the metropolitan waterworks, and E. S. Bryant, a practical forester of Boston.

SUNDAY SCHOOLS TO AID BOY SCOUTS

Sunday School Superintendents Union of Boston has become actively interested in the work of the Boy Scouts of America and has arranged to take the subject up at its next meeting with a view to organizing patrols in various churches. The boy scouts of Salem have invited six members of the boy scouts of the Boston Y. M. C. A. to go with them to the woods next Saturday and pick up woodcraft. The young hosts will meet their guests at the station.

RECIPROCITY WINS BY 42 ON TEST VOTE IN CANADIAN HOUSE

(Continued from Page One.)

voted with the opposition. They were Messrs. Sifton and Harris, who have been opposed to reciprocity from the first.

Mr. Borden's motion was regarded as the first formal step by the opposition to delay ratification. In support of his motion, Mr. Borden said that the Democrats, who were coming into power at Washington, were pledged to lower the American tariff, and it was most inopportune for Canada to confirm the agreement at present. In answer, Finance Minister Fielding said:

"We have made a pact of honor in the name of the people of Canada with the United States to pass upon this agreement as soon as we reasonably can. The President of the United States is loyally keeping his compact with Canada, and he has even gone to the extraordinary step of calling an extra session of Congress to keep faith with the government of Canada."

"For Parliament to accept the motion made by Mr. Borden would mean that we should have violated our own honor. It is childish to say that each country should wait upon action by the other. It is our clear duty to go ahead and pronounce upon this agreement."

Mr. Fielding declared his belief that a majority of the American senators were in favor of ratifying the agreement last session, but its passage was blocked by the methods of a few filibustering senators, some of whom would never again be seen in the American Senate.

Approved by Mr. Bryce

LONDON.—In a "white paper" issued on Wednesday evening by the foreign office Ambassador Bryce's reports on reciprocity to the foreign office are made public. The day following the conclusion of the agreement the ambassador said: "No opportunity was lost in the course of the negotiations of reminding the Canadian ministers of the regard which it was right and fitting that they should have for the imperial interests."

"The arrangement still rests, in reality, on a growing realization of the fact that a high tariff wall between contiguous countries whose products are economically interchangeable is an injury to both and opposed to sound fiscal principles."

"In so far as the arrangement oversteps this basis it is probably influenced and will at any rate be publicly justified and defended in the United States by the traditional policy of the United States of promoting closer economic relations with the states of the western hemisphere."

"That such a policy is not counteracted by and does not check the rapidly growing sense of national consciousness and international importance in the peoples of those states, has of late been abundantly proved."

"No more in Canada than in the republics of Latin-America to which the United States government has sought to extend its pan-American propaganda, does there seem a likelihood that a free interchange of commodities will lead to closer relations of a political kind."

In the House of Commons Mr. Balfour went to know what instructions were sent to the ambassador and why British manufacturers were not consulted during the negotiations between the United States and Canada.

Sir Edward Grey replied that the government had not sent any instructions to Ambassador Bryce, and did not propose to, except to endorse everything he had done. "The manufacturers, he said, had not been consulted because both parties to the agreement were desirous of secrecy."

AT RAILWAY TERMINALS

John D. Young, signal engineer of the Boston & Maine at North station, is assembling material from the Union Switch & Signal Company of Swissvale, Pa., for single and double track electric block signals. The work will commence with a large force of signal men.

Crew despatches of the eastern district, New Haven, are in session at South station to decide on the number of miles each run will cover on the summer time card.

New Haven has added new parlor car equipment to the New York and Boston, via Springfield, trains which are controlled by the New Haven and Boston & Albany jointly.

The commissary of the Boston & Maine has received from the Concord, N. H., shops, two mission dining cars for service on through Portland trains.

The Russian dancers for the Boston Opera Company arrive at South station over the New Haven at 1:45 this afternoon from Hartford, Conn., occupying the Belmont private car Mineola, a parlor car and two 60-foot baggage cars.

John B. Hamill, passenger train master of the Boston & Albany at South station, is watching theatrical and California tourist business between Springfield and Albany.

Adams Express Company received at South station Wednesday, on its special train over the Pennsylvania and New Haven roads, a large shipment of Pittsburgh horses for Brockton, Mass.

STRAFFORD W. C. T. U. TO MEET.

EAST ROCHESTER, N. H.—The quarterly session of the Strafford County Woman's Christian Temperance Union will be held here March 30.

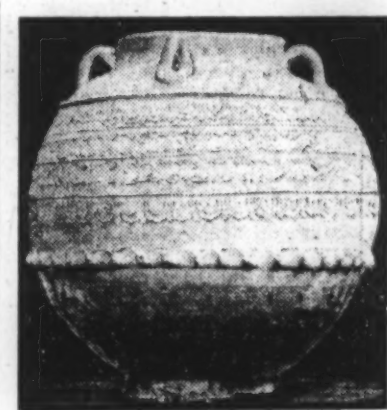
Every Mother in New England Should Visit
Our Great Children's Floor
Here may be found conveniently arranged, and all together, on the immense Third Floor of Our Main Store, all Children's Wearing Apparel of every description for

Infants—Boys—Youths—Girls—Misses

Mothers are thus saved the traveling back and forth from one floor to another for the various kinds of children's goods which has been necessary in the past and is still necessary in every other New England store

Jordan Marsh Company

One of the Chinese Jars
That Was a Subject of
Remarks at Art Museum



LECTURE ON CHINESE POTTERY BY KEEPER OF MUSEUM CURIOS

At the art museum today a lecture was given by Francis S. Kershaw, keeper of the collections of the department of Chinese and Japanese art.

Mr. Kershaw showed a number of vases, jars and bowls of Chinese pottery, some of them illustrating the tendency toward the refinement of clay which led to the production of porcelain, and most of them the inherent beauty of glazes on clay.

"Though Chinese porcelain has had the admiration of the western world for several centuries, Chinese pottery has claimed attention for scarcely more than 10 years," said Mr. Kershaw. "Already there are several great collections of Chinese pottery, all of them interesting in this country and in Europe."

"The great stimulus to this new impulse of the collectors is the quantity of Chinese pottery which has recently come upon the western market. This is the result largely of the accidental finding of pottery along the excavations made for railroads in China. The largest consignments have come from this source—a fact which makes the dating of the pieces very uncertain. It is now possible, however, to see pieces which fit many of the descriptions made centuries ago by Chinese writers."

Here followed a list of the more famous kilns with descriptions of their wares illustrated by pieces which have recently come to the museum. These are of great variety and illustrate technique in the handling of glazes and decoration which have become in many cases lost or at least unused, arts.

In conclusion, Mr. Kershaw dwelt upon the beauty of Chinese pottery and the place it occupies in the history of Chinese art. It is, he reminded his audience, a new subject which is as well illustrated at the Museum of Fine Arts as anywhere in the world.

TWO LECTURES ON TURKESTAN.

Two lectures by Dr. Albert von Le Coq on "The Civilization of Ancient Turkestan" will be given under the auspices of Lowell Institute on March 13 and 15, at Huntington hall, 491 Boylston street.

VENICE ART HISTORY SUMMER SCHOOL IS PENNSYLVANIA PLAN

PHILADELPHIA.—The University of Pennsylvania will establish a summer school in Venice this year for the study of the history of art, under Dr. Herbert E. Everett, professor of the history of art in the university.

It will last from July 20 until Aug. 23 and will count two units toward the 60 necessary to obtain the degree of bachelor of arts.

Professor Everett's lectures will deal particularly with the history of Venetian painting through the sixteenth century. The students will spend the hours from 9 a. m. till 12 m. every day in research in the various museums and churches of Venice. Short trips will be made to Padua and Castelfranco.

The class will spend a day in Verona and three days in Milan. At 4 o'clock every afternoon Professor Everett will deliver his lectures.

The class will be taught not only the origin, growth and florescence of the Venetian school, but also through a close observation and analysis of the types, composition, forms, color and peculiar quality of a painter as displayed in his best authenticated productions, will be enabled to distinguish the genuine works of a great master.

The headquarters of the school will be in the Casa Frollo, No. 50 Giudecca, Venice. This is a stately old palace with access to an extensive vineyard and garden.

The university will transport to Venice its large collection of photographs and books and will also subscribe to Vieu-sen's library of Florence.

Professor Everett in discussing the course said, "The Venetian school of painting, besides being the most complete expression in art of the Italian Renaissance, is for the majority of people the most delightful of the Italian schools, through its exquisite gift of color."

"In spite of serious losses, most of the works of her great masters are still in Venice, here they are displayed in all the wonderful beauty of their original environment."

"For these reasons the University of Pennsylvania has selected Venice."

MELROSE KNIGHTS HOLD INSPECTION

Hugh de Payens commandery Knights Templar of Melrose held their annual inspection Wednesday night at the Masonic temple.

The inspecting officer was Eminent Sir Walter F. Nodding, grand senior warden of the grand commandery, assisted by Eminent Sir Willis I. Foss, deputy grand warden, and a suite of 23 past commanders, including Past Grand Commander Charles I. Littlefield.

OPPOSE MALDEN FIRE CHIEF.

Thomas W. Hough, fire commissioner of Malden, has been urged to resign by a committee of the Board of Trade of that city. The handling of the recent \$200,000 rubber factory fire is the basis of the move.

TOWN HALL PLANS TO BE TOPIC FOR NAHANT MEETING

NAHANT, Mass.—When Senator Henry Cabot Lodge returns to his home in Nahant next week he will find substantial confirmation of reports recently sent him by some of his fellow townsmen that well defined opposition has developed to the plans for a new town house prepared by a committee of his selection prior to his departure for Washington last fall.

Opponents of the committee's plans are considering those favored by Daniel G. Finnerty, one of the town's leading contractors, a warm friend of Senator Lodge, who nevertheless has opinions of his own regarding what is essential in a Nahant town hall structure.

The plans prepared by Senator Lodge's committee provide for a two-story wooden structure on Nahant road, costing \$16,000 for land and \$66,000 for the building, a total of \$82,000. The Finnerty plans provide for the erection on the George L. Johnson lot, corner of Nahant road and Summer street, of a two-story fireproof brick and sandstone building, costing \$79,300, including the land. Provision is also made for quarters for the fire department and police department, and a public gymnasium. Arthur Vinal is the architect.

Senator Lodge is scheduled to deliver the Evacuation day oration before the South Boston Citizens Association in Bethesda hall on March 17, and it is understood that he intends to be in Nahant early the following morning to accept the honor annually bestowed upon him by his fellowtownsmen of moderator at town meeting, the first session of which opens on Saturday.

GIRLS' HIGH SCHOOL FORMS ORCHESTRA

For the first time in the history of the girls' high school the students have organized an orchestra. Rehearsals are to be held under the direction of Herbert Cole.

Friday afternoon a Burns memorial entertainment is to be given in the assembly hall.

QUEEN'S CANOPY CARRIERS.

LONDON.—The names of the four duchesses who will carry the canopy over Queen Mary on the day of the coronation have been published. The ones selected are the Duchesses of Montrose, Sutherland, Portland and Hamilton.

FOUNTAIN FOR ROCHESTER PARK.

ROCHESTER, N. H.—Woodman park is soon to be adorned by a handsome \$300 fountain, the sum having been pledged by citizens of that locality. The fountain will be lighted by electricity.

TWO APPLE GRADES DECIDED ON.

NORTH YAKIMA, Wash.—Yakima valley apple growers decided recently that there shall be only two grades of apples for shipment—extra fancy and fancy.

CITY CHARTER TO BE DISCUSSED.

John F. Moors, F. B. Tracy and George B. Hugo will speak Saturday before the Twentieth Century Club. "The City Charter" and "Intemperance" will be the subject.

DRY DOCK IN BOSTON ORDERED EXTENDED FOR NEW WARSHIPS

WASHINGTON.—Work on the extension of dry dock No. 2 at the Boston navy yard has been ordered by Secretary Meyer to begin at once.

The naval appropriation bill appropriated \$15,000 for this purpose and made it immediately available.

"By beginning the work at once it should be finished in time to take care of the Florida and the Utah," the secretary said Wednesday. "The Florida is being finished in New York and the Utah will be out of the Camden works July 1."

With the enlargement of the dock Boston will be able to take care of any naval vessel afloat.

Under the new division of the Atlantic fleet one vessel out of each division of five is to be docked at a time, so as not to greatly weaken the force afloat.

A home port is designated for every vessel in the navy, where she may put in for repairs.

Boston has been designated as the home port for the following ships: Georgia, Nebraska, New Jersey, Ohio, Rhode Island and Virginia, battleships; Birmingham, Chester and Salem, scouts; Chicago and Des Moines, cruisers; Ammen, Monaghan, Patterson, Walk and Trippe, destroyers; Bonita, Snapper, Stingray and Tarpon, submarines; Constitution, Essex, Iwawa, Nashville, Ranger, Scorpion, Sioux, Vesuvius, Wash, Yantic and Celtic, supply, colliers and tenders.

BROCKTON CLUB TO DINE.

BROCKTON, Mass.—The annual dinner of the Commercial Club of Brockton will be held at the clubhouse, Tuesday evening, March 21. The speakers announced are Samuel L. Powers, former Governor of Vermont and Congressman-elect Robert O. Harris.

Ladies' Tailoring Department

Women's Cloth Costumes and Outside Garments are made to measure, with that careful attention to all details which characterizes every other department of Macular Parker Company's establishment.

All garments made and fitted on the premises

MACULAR PARKER COMPANY 400 Washington Street

About Tires, Mr. Motor Truck User

PRESENT OR PROSPECTIVE

On what is your judgment based?

Are you going to be satisfied with somebody's guarantee and quit there?
Very well—

Diamond

Spliceless, Wire Mesh Base TRUCK TIRES

Give you a Definite and Positive Dollars and Cents Cost Guarantee.

But—

Can you afford to rest at that?

Correct Principles Surrounded by Perfect Manufacturing Practice

Are in the long run vastly more important.

There is a reason for Diamond Spliceless Construction. A reason for the quickly demountable feature of wire mesh base tires.

Nearly ten years of successful manufacture of commercial motor car tire equipment are placed at your disposal.

The DIAMOND RUBBER CO., AKRON OHIO

223 Columbus Ave., Boston

Providence, Springfield, Portland—49 Principal Cities

MOTOR BOAT RACES AT PALM BEACH MARCH 14-17

PALM BEACH, Fla.—The chairman of the regatta committee of the Palm Beach Power Boat Association, Theodore D. Wells, has completed the schedule for the organization's meet at Lake Worth, March 14 to 17, and there is every indication that it will be the most successful regatta the club has held. Eighteen motor boats will contest in the various events held on the four days over the Lake Worth course, and it is expected that new records will be made.

The speed contest, which will take place on Tuesday morning, March 14, will have several starters, all of which are expected to accomplish better than 30 miles an hour.

The closing event of the regatta, the endurance race, which will be held on Friday, March 17, will have many starters. Mr. Cochman of Jacksonville, Fla., the winner of the first leg on the \$2500 fund, the prize for the endurance race, will start his Dewey, equipped with an 80-horsepower motor, and will also have a new boat with a 200-horsepower motor for which great speed is claimed. Three hydroplanes, fitted with high power, will contest in all of the events.

The schedule for the different days follows, and any information can be obtained from the chairman of the regatta committee, Theodore D. Wells, at the Royal Poinciana, Palm Beach, Fla. The schedule:

Tuesday, March 14—Speed record trial; average of six trials over the mile course; Palm Beach cup. Speed contest for Florida designed and constructed boats only; no time allowance; nine miles; the Association cups. Class A: all boats; A. P. B. A. handicap; nine miles.

Wednesday, March 15—Class B, contest for boats under 32 feet; L. W. L.; 4½

NEW USE FOR OLD INNER TUBES NOW

Among the many uses to which old automobile tubes may be turned, after they have outlived their usefulness by reason of rim-cuts, blow-outs, etc., is a cure for slipping belts in wet weather says the Automobile Journal. Take a tube of 4.5 or 5 inches in diameter and slice a piece off crossways with a sharp knife, making rubber rings or bands exactly the width of the engine pulley. Then slip one of the bands onto the pulley.

Although the tension of the rubber on the pulley will tend to prevent it from creeping, a little cement or shellac will hold the band firm. The friction of the belt tends to roughen the contact face of the rubber somewhat similar to the corrugations on the business face of a patch, and as the rubber is somewhat spongy and adhesive, the belt grips better and the water is squeezed out by the belt tension quicker than it would be from a leather or metal faced pulley.

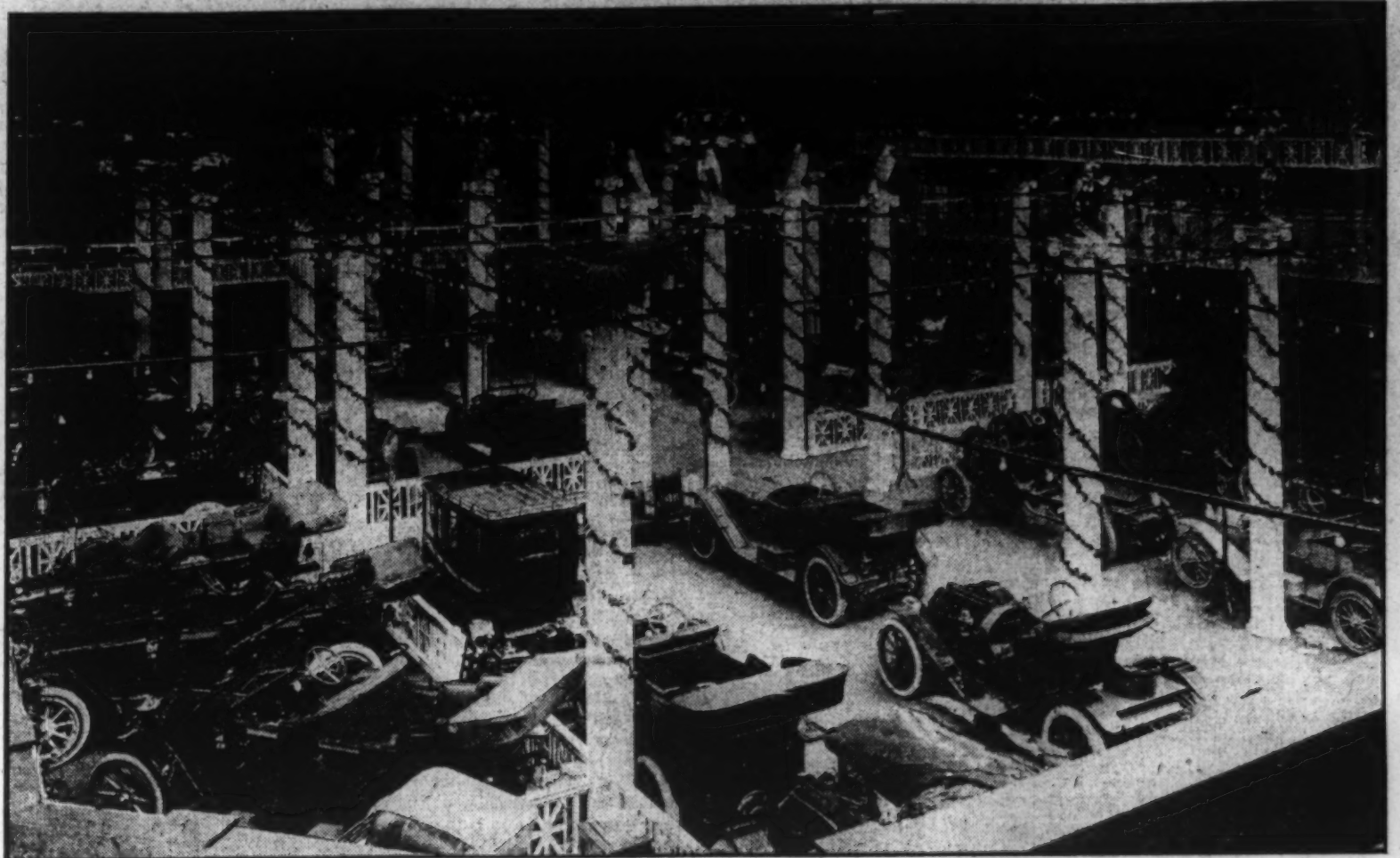
MUCH INTEREST IN PEERLESS TRUCKS NOTED

Judging from the constantly increasing attendance in the commercial vehicle section of the automobile show, and the great interest displayed in the various exhibits, the dealers in all types of motor vehicles designed for the transportation of merchandise have a busy season ahead of them. This activity is particularly noticeable in the space directly opposite the foot of the stairs which lead from the main hall to the basement, where is located the truck display of the Peerless Motor Car Company. This company, which has earned an enviable reputation for its pleasure vehicles, is exhibiting the Peerless truck for the first time in this city, and the numerous commendatory remarks which are heard regarding it, would indicate that it is destined to become as famous in the commercial world as the Peerless pleasure cars are in their particular sphere.

The trucks made by this company, while designed along conventional lines, embody many noticeable features which tend to reliability and economy in operation, which are the main points considered by the prospective purchasers of commercial vehicles. These trucks are made in two sizes—three and four tons—and are identical with the exception of the dimensions of the tires and springs. The liberal proportions of the transmission gears and the unusually large wheels and tires are the features which first attract the attention of the visitor to this display, and many favorable comments are heard as to the wisdom of the policy of this company in building for reliability and low maintenance expense, rather than for reduced initial cost.

Boston Auto Show Celebrates

HANDSOME SCENE AT THE BOSTON AUTOMOBILE SHOW



COMMERCIAL TRUCKS ARE HAVING DAY AT BIG AUTO SHOW

(Continued from Page One.)

in the time required to make the deliveries. The exhibitors are not slow to give demonstrations of every form to the inquiring visitors. Many trucks are available outside the building, as has always been the case with pleasure vehicles, and the business man who exhibits the least desire to be shown how he can better his present horse-drawn vehicle system by adopting motor trucks is being told and shown the many advantages to be derived from such a move.

Society day, as usual, proved to be a great success yesterday. From early morning to late at night the two buildings were to their limit and many persons prominent in Boston's social set were to be seen among the visitors. That the large majority of those who attended Wednesday came for business was well indicated by the many questions which were asked the attendants at the various exhibits. A number of sales of high-priced cars were also reported, and it was voted on all sides that society night of 1911 would go down as one of the best ever held in this city.

A good indication of the increased demand for space this year is indicated by the way in which the demonstrating cars are huddled into the space on Huntington avenue, opposite the building. Not only are they packed in there to the very limit, but the alleyway down behind Mechanics is lined and there are also a large number on Huntington and Massachusetts avenues, opposite the annex show.

A beautiful souvenir marking society night was presented to every visitor at the Velie booth to the society leaders of Boston and to Miss Rita Mario and all members of the orchestra. The bouillabaisse was of "forget-Velie-nots," lavender sweet-peas, lilies of the valley and asparagus. The Velie flower girl was Miss Mildred Lunt, dressed in a beautiful Velie blue nun's veiling gown. The Velie booth was the center of attraction to visitors of the show, was highly complimented.

One of the most attractive cars in Exhibition hall is the big moose gray and nickel plated Selden. This is a duplicate of the car that attracted so much attention at the New York, Philadelphia and Chicago shows, the car which

was sold during the opening night of the Madison Square Garden show.

Among the new touring cars at the show that are attracting favorable comment is the Sampson "35," the latest United States Motor Company product. More features of the higher priced cars, it is claimed by the Alden Sampson Manufacturing Company, are contained in the Sampson "35" than in any other car of the \$1250 class. Among the worthy features are fore-doors, full floating rear axle, 114-inch wheel base, powerful silent, compact motors and resilient springs that make for comfort in riding.

Following his usual custom during automobile shows, J. H. McAlman, distributor of Columbia cars, began early in the show to sell all the models which he displayed. On the opening night he sold two of the five Columbia cars in his space. A six-passenger roadster which is one of the season's novelties in body design was sold to R. E. Townsend, and a new high powered roadster, painted Noisette, an exclusive Columbia color, was also quickly disposed of. Interest in other fine Columbia productions was quite as keen and there were customers for each car in the exhibit.

RADIATOR SIZE DEPENDS ON MOTOR

Early practise, guided by synthetic formula and a surfeit of inexperience, led to the use of radiators on many automobiles, which in after service proved to be a decided misfit. The conditions that must govern the wise engineer when he fixes upon the size of a radiator for a given motor may be set down briefly as follows:

1. The thermal efficiency of the motor must be known.
 2. The amount of fuel that can be burned to carbonic acid and water is a factor.
 3. The stray heat units must be traced to their destination.
- Since the value of the fuel is measured in heat units, and all of the energy so measured, if it is not turned into mechanical work, must be disposed of in such a way as not to cause trouble, it remains to find out how much of this energy falls to the lot of the radiator to handle and the difference in sensible temperature under which the heat must be disposed of.

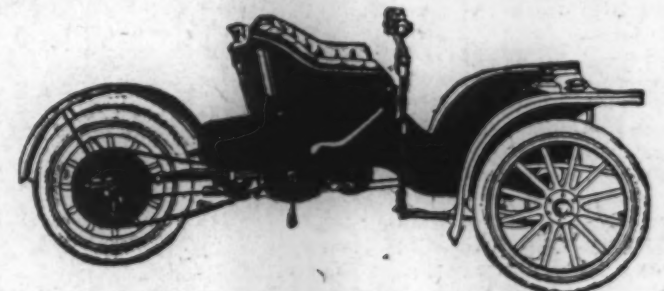
Motorists of Cincinnati, O., have organized the Campbell County Automobile Club and elected the following officers: President, Frederick Miller; vice-president, Otto Listena; secretary, Dr. William A. Young; treasurer, George E. Ferris. The board of governors is composed of George E. Saurton, Dr. W. O. Gillam, M. M. Andrews, G. M. Lockwood and Alex. Smith.

TALKS FOR N. E. W. P. A.

Lectures under the auspices of the New England Woman's Press Association are to be given in the Boston Art Club on Saturdays at 2:30 p. m., beginning next Saturday. The association will meet in the hotel Vendome, March 15.

GRAND TRUNK TO BE DISCUSSED.

"The Best Means of Securing the Entrance of the Grand Trunk Pacific Railroad into Boston" is the subject of an address to be given this evening by Henry C. Long before the Intercolonial Club. Governor Foss will be a guest.



MOTORETTE

BOSTON AUTOMOBILE SHOW

We Give a Year's Guarantee

Because—

The Motorette frame is of the same material as used in the Packard, Cadillac and Chalmers-Detroit cars, and is made by the same workmen.

We buy our frames complete from the A. O. Smith Co. of Milwaukee.

Motorette springs are of the same material as those of the Pierce-Arrow, Packard and Simplex, and made by the same company, the Spring Perch Company of Bridgeport, Conn.

Motorette engine bearings are the same as used on the Packard and Pierce-Arrow. They are made of Parsons' white brass, by William Cramp Sons of Philadelphia.

This high-grade construction and workmanship follows throughout the car.

We Are Able To Do This

Because—

Of the economies incorporated in the Motorette and because of its wonderful simplicity.

We have no body. By putting a drop in the forepart of our pressed steel frame we are able to create a complete car merely by placing a seat on the chassis.

We eliminate hundreds of parts through our single rear wheel construction and two-cycle motor.

Watch the Mid-Winter endurance Motorette now on its transcontinental journey from

HARTFORD TO 'FRISCO
Via

New York, Washington, Richmond, Atlanta, Dallas, El Paso, Phoenix and Los Angeles.

Price \$385

C. W. Kelsey Mfg. Co., Hartford, Conn., U.S.A.

SEND FOR CATALOG NO. 23.



Velie

MOTOR CARS

Service Guaranteed—Immediate Deliveries

A final inspection and test of Riding and Power will convince you of Velie qualities.

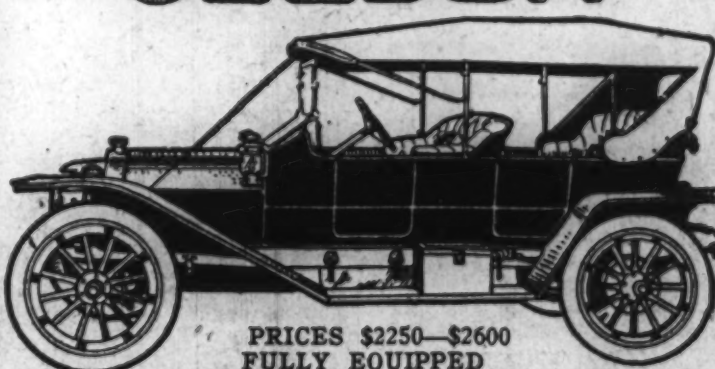
\$1800 to \$3300

Velie Motor Vehicle Co.,

92 MASSACHUSETTS AVENUE

THE SELDEN CAR

MADE BY THE FATHER OF THEM ALL



PRICES \$2250—\$2600
FULLY EQUIPPED

Visit the Selden Exhibit, SPACE 135, examine it as carefully as you please—learn the new standard in automobile values as set by this car. Agents, investigate our proposition.

SELDEN MOTOR CAR CO. OF MASS.
301 BOYLSTON STREET.

Its First Commercial Truck Day

STEVENS-DURYEA
1911 MODELS ARE
GREATLY ADMIRER

Mr. Bowman Is Receiving
Many Complimentary
Remarks From Throng That
Surrounds His Booth.

"Boston is itself once more. That is to say, a motor car exhibition forms the chief center of attraction in the 'Hub of the Universe,' and it is not going too far to suppose that for the moment the motor car market of this country has shifted to the Mechanics building. The exhibition has been open but four days, and I have been astonished at the number of prominent people who have been observed going from exhibit to exhibit," says J. W. Bowman of the Stevens-Duryea.

"So far I have not had time for a thorough survey of all that is gathered together in the two halls, but enough has been seen to show that the six-cylinder motor has this year taken a wonderful stride in advance, not only in its adoption by makers of powerful cars, but by its adoption in the smaller motors by the best makers—makers that today feel as the Stevens-Duryea Company did eight years ago, when they built their first six-cylinder motor.

"What were known facts to the Stevens-Duryea Company at that time as regards six-cylinder superiority are today universally acknowledged—the natural result of a solid foundation, and that foundation the Stevens-Duryea initial and consistent six-cylinder successes.

"The history of the 'unit power plant' supported on 'three points' is to again call attention to the fact that the engineering staff of the Stevens-Duryea Company adopted the design for their models as early as 1895, when building the model B, their two-cylinder runabout; a model of an advanced type for so many years ago. Nineteen hundred and four shows its adoption in their four-cylinder model B—a car with an undisputed record for achievement, as testified by the number of cars of that model in actual use in the streets of Boston at this very minute.

"It is not to be wondered at, that modern practice shows an appreciation of good design, that has stood the test of time, without a single instance of a competing design surpassing or even equaling the original conception.

"What may be seen at the Stevens-Duryea stand at Mechanics building is well expressed by a visitor who said: 'Not in the history of any exhibition of manufactured products that I have ever attended in this country or abroad, have such rational points of mechanics ever been shown as noted at your stand, Mr. Bowman, and let me assure you that I am deeply impressed with the fact that a motor car should not be chosen, nor an education in motor engineering be considered complete, until one has studied the six cylinder motor in actual operation and the design of the parts in the power driven 'units,' so cleverly arranged on that pedestal at the rear of your exhibit.'

TO COMPLETE SCENIC HIGHWAY.

New Mexico has just made appropriations of sufficient funds to complete the New Mexico scenic highway from Santa Fe to Albuquerque, a distance of 60 miles. This road is now complete from Raton to Santa Fe, and eventually will cross New Mexico from the Colorado line at Raton to El Paso, Tex. The road from Santa Fe to Albuquerque will have been completed within six months, giving a broad automobile pipe, on easy grades and through the finest scenery in the Rockies.

WHITE LIMOUSINE WITH FOUR-DOOR ENTRANCE



H. S. FIRESTONE PRAISES BOSTON AUTOMOBILE SHOW

President of Famous Tire
Company Bearing His
Name Says It Is Best
Ever.

H. S. Firestone, president of the tire company which bears his name, paid a flying visit to the show Wednesday and was very much impressed with the beautiful decorations and the inviting appearance of Boston's greatest automobile exhibition. No matter how busy with matters in Akron, Mr. Firestone has made it a point to visit every New York, Chicago and Boston show in the past five years and unhesitatingly pronounced the present show the most attractive and best arranged of any. "Not the least of this show's good points," said Mr. Firestone, "is the roominess of the aisles, preventing overcrowding and allowing every visitor to do justice in his examination of the cars that most interest him."

"The remarkable buying interest in commercial cars is what attracts my attention. I have never seen anything like it at any previous show. They are actually selling the trucks, too, as is evidenced by the large number of specifications coming into our local branch. Large sales of pleasure cars and trucks have always been a feature of the Boston show more than of the New York shows and this year is keeping ahead of all past records.

"The rapid advance in commercial cars fulfills my own prophecies and shows that this company was right in its continual experiments and improvements in truck tires. The past year has been especially fruitful for us, as it has enabled us to perfect our quick removable truck tires and rims and give to the industry an equipment that permits quick tire changes right on the spot, doing away with layups for tire repairs or replacements. This supplements our new heavy duty truck tire, for three and five-ton trucks now being put into general use throughout the country."

Mr. Firestone left Wednesday night for New York on his way to join Mrs. Firestone and family at Ormond, Fla., where the great speed carnival will be held the last of this month.

INTERNATIONAL A. A. HAS SHOWN A RAPID GROWTH

Is Organized Along the
Lines of the League of
American Wheelmen — Is-
sues Membership Card.

The wonderful growth of the International Automobile Association is attracting much attention. The association took out its charter Nov. 15 last, and has grown so rapidly that now it claims to be the largest organization of its kind in the world.

Constructed along much the same lines as the old League of America Wheelmen, the association gives the individual motorist who is a member a cordial reception and a preference of accommodations, together with a liberal discount from his bill at all of its large number of high-grade hotels and garages throughout the country.

A membership certificate is an introduction to the managers of these officially appointed garages and hotels, requesting the manager to comply with his contract with the association and give the member the best of attention, services, accommodations, and also the discount of his bill.

The association, although in existence such a brief time, has at the present time hotels and garages throughout the country extending from New York to the northernmost points of Maine, out through New York state as far as Buffalo, and the opinion of the general manager, Mr. Booth, is that the association will be well represented throughout the United States before the end of the year.

At a meeting of the board of directors held in the company's offices in Boston on March 3 additional stock was issued for cash, which funds will be used in advancing the great work which the association has undertaken.

The officers elected by this meeting are as follows: Henry M. Sanders, 27 Elliot street, Boston, president; James P. Mackey, Brookline, Mass., vice president; Sheldon M. Booth, treasurer and general manager; C. H. S. Wetmore, secretary and manager hotel and garage department; Francis M. Carroll, counsel and manager legal department.

The directors of the company wish to announce that they have tendered a complete report to the information bureau of the Chamber of Commerce and various financial reporting concerns.

CAST STEEL WHEELS USED BY WHITE MOTOR TRUCKS

Walter White, Vice-President and General Manager of the Company, Says They are the Best.

In keeping with their general plan to construct every part of their truck with a great reserve of strength, The White Company have gone to great length in construction of the wheels on their heavier type of trucks.

The wheels are of cast steel made in one piece with powerful webbed reinforcement, making a practically indestructible wheel, which when machined to be true means a perfectly round surface which adds to the life of the tires, it having been found that any type of wooden wheel by its shrinking and warping to the changes in temperature and moisture in the air, is rarely if ever truly round, resulting in a pounding of the tires and a rapid deterioration of them in use.

It is to the success of these cast steel wheels The White Company attributes the splendid record they have made with their heavy trucks, especially the item of tire upkeep—in fact wherever White trucks have been in competition and careful records kept, they have been able to show a very much lower tire cost than on any other type of wheel.

"We have found them so satisfactory," said Walter White, vice-president and general manager of The White Company, yesterday, "that we believe the truck manufacturers of the future will be compelled to recognize the steel wheel as the only logical solution of much of their tire troubles as well as giving them the requisite strength for the heaviest types of trucks. There is no type of wheel, made of assembled parts, that can possibly stand for a long period the continued jar, vibration and strain which is placed upon the driving wheels of heavy trucks. In the cast steel wheel there is absolutely no deterioration, the steel wheel being as good after 10 years as the day it left the shop."

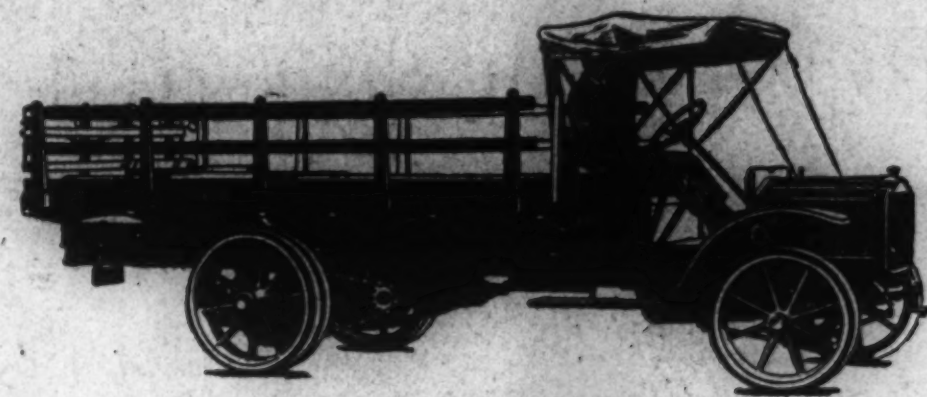
THE GREAT Auto Show

Mechanics Building
Horticultural Hall
One Ticket Admits to Both

NOW OPEN
Commercial Car
DAY
10 A. M. to 10:30 P. M.

These Cars Shown
Horticultural Hall
ANNEX

Abbott-Detroit	Lenox
Cartier	Cutting
Carhart	Imperial
Oakland	Whiting
Herreshoff	Welch
Decatur	Harder
Reliance	McIntyre
Packard	Victor
Chadwick	Havers



White Trucks Are Ideal

White Trucks are a typical expression of the best that has been developed in the art of gasoline-motor building. The combined wisdom of all designers and all manufacturers gained from years of experience is embodied in the White Trucks and Delivery Wagons. White Trucks are not the product of one man's brains, however great his genius, but a fusion of the best ideas of the best men. Tested in the crucible of performance, White Trucks have responded to every demand, everywhere.

White Trucks Secure Results

White Trucks secure results because of the mechanical perfection of design, plus the superb materials that are used in its construction. White Trucks are as well built as possible, nothing having been overlooked that will make a better motor vehicle. They are built to endure. The engine is economical—consequently the cost of operation is small. The engine is simple—the simplest on the market—consequently any team-driver can drive the White Truck, and it does not disrupt your forces to use White Trucks. It is this splendidly built truck, this efficient mechanical means of cartage that we offer to every business house with the positive assurance that it will do everything asked of it, and more, at the lowest possible cost.

We are Showing Seven Different Models at the Auto Show

The White Company

320 Newbury Street

Boston

FRANKLIN CARS MADE IN SPECIAL BODY DESIGNS

Well Known Manufacturing
Company Has Special De-
partment to Meet Ideas of
Individual Buyers.

To meet the demand for special bodies the H. H. Franklin Manufacturing Company maintains at its factory an efficient designing department, where special bodies are designed for those who want them.

While many motorists are satisfied with the regular models as presented by a manufacturer, there are those who have ideas of their own as to how they want their cars built. The Franklin designers outline this motorist's idea, and an efficient body building department constructs what the man with the idea desires.

Several special cars have been turned out already this season by the Franklin company. One is the single landaulette, a combination of the runabout and coupe. When used as a coupe the body is enclosed. As a runabout the top folds back, the side windows disappear and the front becomes a windshield.

Another type is a full torpedo. This has the high straight sides of the torpedo type of body, but instead of the back sloping back away from the chassis it extends forward as it rises with a rounded "turtle" effect.

A torpedo of a different type has been finished, it having a combination of the lines of the touring car and the torpedo. It is painted peculiar gray-green.

One of the special bodies is now being made in response to orders. This is the speed car which has been exhibited at the automobile shows. In front the body starts from the chassis frame and slopes upward and backward with the Franklin 1911 sloping hood, while from the top of the seat back the body drops downward, a round "turtle back" giving a speedy appearance.

These special constructional facilities were utilized in producing a speed model which weighs only 1600 pounds. It is being used in Porto Rico by S. G. Averell of New York.

MILWAUKEE CLUB OPENING.
The handsome new clubhouse of the Milwaukee Automobile Club, Blus Mound and Cottrell avenues, Milwaukee, Wis., will be formally opened about April 1. It was expected to have the "housewarming" on December 31, but delays were encountered.

NEW STATE BANK OPENED IN HAYTI

PORT AU PRINCE, Hayti—The new state bank made possible by American, French and German capital, and which it is generally expected will help to put the finances of the republic on a more secure footing, was opened on Wednesday with a ceremony in which President Simon and the cabinet and representatives from the United States, France and Germany participated.

Several speeches were made. One was by the director of the bank, who said the officials of the institution would aid in reestablishing the finances of Hayti and seek to encourage industrial, commercial and agricultural interests.

WANT TO CHANGE BAR HARBOR LAW

Many of the residents of Bar Harbor, Me., are opposed to the automobile exclusion law now in force in that district, and are trying to have it amended so that at least one road on the island will be open to automobiles. About 200 of them appeared before a committee of the Maine Legislature at Augusta last month and urged that such an amendment be passed.

The road favored for motor cars is the one from the bridge across the narrows to a Point within half a mile of the Bar Harbor post office. The petitioners claim that residents are wrongfully deprived of a pleasure through class legislation, and that the opening of a single road would in no way interfere with the summer colonists.

Luxury and Exclusiveness Coupled With Proven Reliability

in the best motor car construction has heretofore cost \$4,000.

The Studebaker plan has changed this however, and you can NOW buy the best car that money and skill has produced—The

"Studebaker 40" at \$2,850

Roomy, comfortable, luxurious and extremely low in cost of maintenance the "STUDEBAKER 40" is the car that any man is glad and proud to own.

You seldom have an opportunity to buy such an exclusive car of proven reliability from a responsible manufacturer at a price ordinarily charged for cars of half its value.

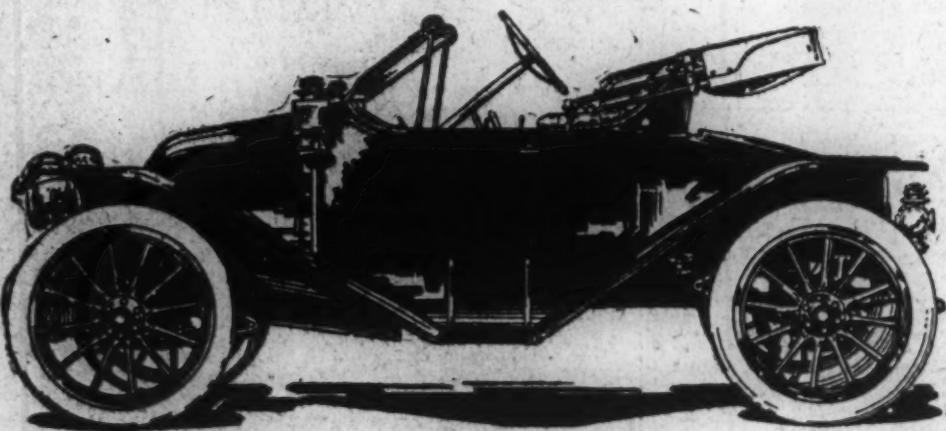
Call and see the car and investigate our new sales plan which saves you 20%.

OUR GUARANTEE NOT ONLY COVERS THE CAR BUT THE SUPPLY OF PARTS AND THE SERVICE. BUY DIRECT FROM THE MANUFACTURER.

STUDEBAKERS

887 BOYLSTON STREET
Phone 440 Back Bay

FRANKLIN



Franklin Model G Runabout is the most favorably known small two-passenger car built

It is the car that nearly everyone would like to own.

Its low body with door, its rakish steering post and new sloping hood give it an exclusive character that puts it in a class by itself.

Different from other two-passenger cars, it is sensible and well balanced. Everything about it is in just the right proportion to give the best results.

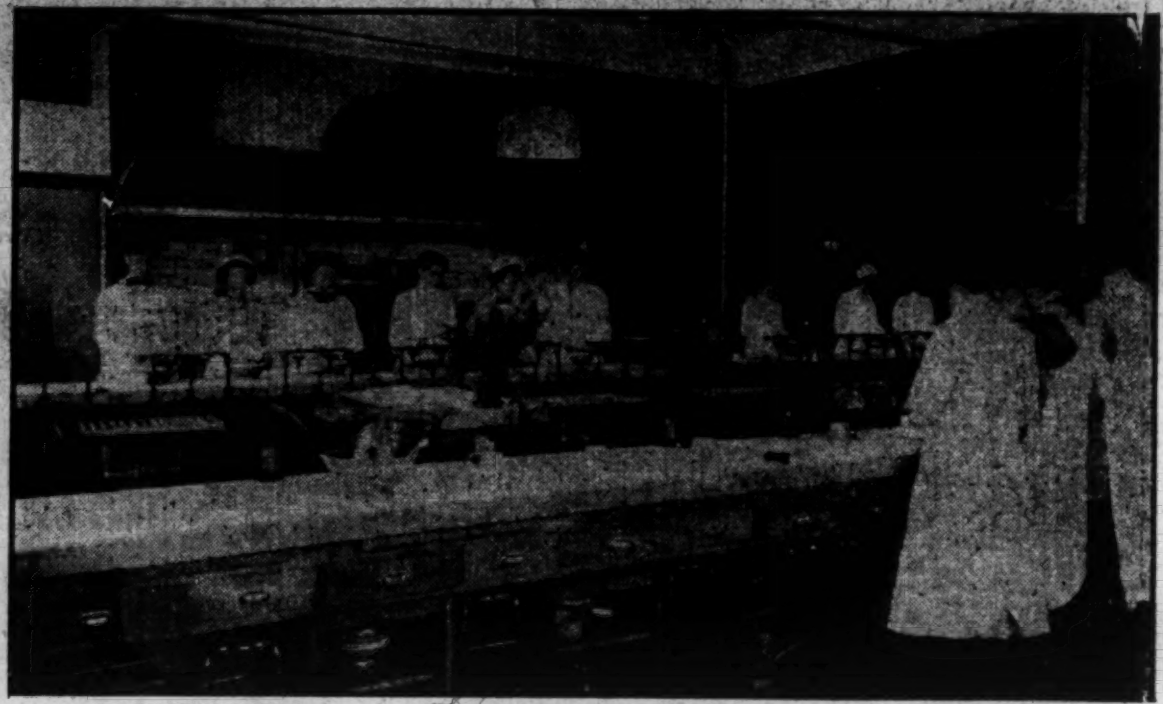
Every doctor and other professional man who is interested in a car that will give absolutely satisfactory, all-year-around service should see the Franklin Model G Runabout.

Exhibited at Mechanics Hall.

Franklin Automobile Company

671 Boylston Street, Boston, Mass.

PUPILS PREPARING NEWTON SCHOOL LUNCH



Class in household economics of the Technical high at their tables in kitchen of the institution.

NEWTON HIGH GIRLS
PREPARE AND COOK
THE SCHOOL LUNCHES

After a thorough trial the experiment of having lunches prepared by the classes in household economics of Newton Technical high school and served to the faculty and pupils of the school has been declared successful by Newton school authorities.

The lunches are prepared wholly in the school kitchen and are served at recess every school day to 700 pupils. At the close of the session a three-course lunch is served the faculty.

Mrs. Blanche E. Hyde, head of the department of household economics, is in charge of the work, and she is assisted by three of the school faculty, Miss Ethel Willett, Miss Jean Kenrich and Miss Elizabeth Douglas.

All the dishes are prepared during the third and fourth periods of the school session and are served by the pupils. Utensils and devices of modern cookery found in hotels and large restaurants are in the kitchen and often 20 girls are at work at one time.

To teach the pupils how to prepare simple and appetizing dishes at a low cost is the aim of the department. No dish costs over five cents and on one day a menu may consist of tomato soup, lettuce sandwiches, gingerbread and cheese, scalloped corn, chocolate pudding, and on another of cream of corn soup, cheese sandwiches, salmon sandwiches, muffins, cream toast and Dutch apple cake. Ten gallons of cocoa are often prepared and sold each day.

In addition to the lessons in cooking, the pupils are instructed in ordering supplies and planning menus. The lunch room is self-supporting as a result of the experiment and whatever profit accrues is used in buying fruit, which is preserved and sold in the lunch room. The product of the evening schools cooking classes is also sold here.

A wider range of effort is given by the preparation of a three-course lunch, which is served each day to the faculty at a cost of 25 cents. The cooking classes recently prepared a lunch which was served to 300 members of the State Federation of Home Economics Clubs during a convention held in Newton.

REBUILT CROSBY
HALL FEATURE OF
COMING EXHIBIT

LONDON.—Crosby Hall, the last of the medieval mansions of London merchants, which was pulled down about a year ago, has been recreated at Chelsea, and next week will be the chief attraction of a city and town planning exhibition which is to be opened by John Burns.

Prof. Patrick Geddes intends the historic building in its new location on the north bank of the Thames to form part of a block of buildings appertaining to the University of London.

According to the London Times, the task of reconstruction has been carried out satisfactorily and the internal proportions of Crosby Hall have been scrupulously preserved.

SAFETY DEVICES
OF ROADS IN COURT

WASHINGTON.—The question of the duty of interstate railroads to carry devices or the safety of their employees and travelers came before the supreme court Wednesday.

Safety appliance cases from Tennessee, Alabama, Nebraska and Colorado were before the court for oral argument.

The chief point in dispute is whether the duty imposed on the common carrier by the acts is at all times absolute in character, or whether the carrier is under an absolute duty only to install appliances and a qualified duty merely to keep the appliances in repair.

PLAN \$400,000 BLAST FURNACE.
CHATTANOOGA, Tenn.—It is said in commercial circles that the Citico Furnace Company is contemplating building a \$400,000 blast furnace, besides putting in improved hot blast stoves and probably an electrical power plant.

REFORM URGED
BY CANDIDATE
IN CAMBRIDGE

Civil service for all city employees, better streets in the manufacturing districts and the completion of the connecting link in the Cambridge park system, between River street and Western avenue, were advocated by Jeremiah F. Donovan, non-partisan candidate for mayor of Cambridge, at the opening rally of his campaign at the party headquarters on Wednesday evening. Addresses were also made by several aldermanic candidates.

In reply to a charge that the E. B. James candidacy is a subterfuge of the Barry forces, intended to split their vote, Mr. James said Wednesday night that he had no interest whatsoever in Mr. Barry's success.

ANTIQUITY SOCIETY
IN FIRST MEETING

The Society for the Preservation of New England Antiquities held its first annual meeting Wednesday at the home of Miss Mary Lee-Ware on Brimmer street.

Mr. Bolton, the president, William Sumner Appleton, the corresponding secretary, William O. Endicott, the treasurer, and other officers who made reports all agreed that more has been done than could be expected in so short a time toward the preservation of old houses and the collection of photographs, books and maps.

SEEKS MILLIONS
FOR NICARAGUA

WASHINGTON.—State department officials have been notified that Ernest H. Wanda, American financial adviser to the Nicaraguan government, left Corinto, Nicaragua, on Wednesday for the United States. He is coming to America, it is understood, to assist in placing Nicaragua on a firm financial basis.

He will consult officials of the state department and American bankers regarding a loan to the Nicaraguan government, ranging from \$12,000,000 to \$15,000,000.

FAILURE TO APPOINT
CADETS BLAMED FOR
DEARTH OF OFFICERS

WASHINGTON.—Indifference on the part of members of the Senate and House in the matter of nominating young men for cadetships at West Point, is ascribed by war department officials as one reason for lack of sufficient officers in the regular army to properly train the troops. This opinion is expressed by Maj.-Gen. Leonard Wood, in an official statement issued immediately after the adjournment of Congress.

"The United States Military Academy for a number of years has been running about 75 to 85 per cent of its authorized capacity," General Wood says. "It is considered of vital importance to the best interests of the army to turn out the largest possible number of graduates from the institution. It is believed that a great many vacancies are due to the fact that young men who would like to go to West Point are not aware that vacancies exist in their districts for which they are eligible. It is also believed that the expense of making long journeys to centers of examination has a deterrent influence."

"The policy of the war department from now on will be to facilitate in every way the preliminaries of an examination and to give as much publicity as possible to existing vacancies. A special examination to fill these vacancies has been ordered for May 2, and it will be conducted at a number of army posts throughout the country."

General Wood pointed out that there are 129 vacancies in the total authorized strength of the cadet corps as it now exists. Three of these vacancies are in the Massachusetts quota, one at the disposal of the senators and two subject to nomination by Representative Roberts.

ELEVATED'S FREIGHT
SCHEME IS OPPOSED
AT PUBLIC HEARING

Considerable opposition has developed to the plan of the Boston Elevated Railway Company to run a line of freight and express cars through the streets of Boston provided the city council will give them a franchise, and this developed rapidly at the hearing Wednesday evening in the old aldermanic chamber before the council.

Improvement societies and individuals opposed the plan, while the expressmen favored it.

The Forest Hills Improvement Association, through its representative at the hearing, contended that the company should seek to improve its present passenger service and bring it up to a more efficient point before branching out into freight lines.

Arthur A. Ballentyne appeared for the company and Barker D. Morris for the Expressmen's League.

Mr. Potter said that if given permission to carry freight the Elevated company proposed to erect a terminal station on Mott street about 235 feet long to accommodate about seven freight cars and about 25 express wagons.

From this point cars would be run so as to connect with the lines of the Old Colony, Worcester and Boston & Northern companies. As the business warranted, he said, other terminal stations would be erected in Boston at convenient points.

He said the company would carry goods of the bulk of ordinary store bundles and all the way up to produce from market gardens in Arlington and other places where gardening was carried on to any extent.

C. S. Sergeant, vice-president of the Elevated company, said the whole matter was experimental and for that reason definite information could not be given as to rates and methods of delivery in and out of Boston.

To Councilor Attridge's question as to whether the company would be willing to pay the city of Boston for this franchise, Mr. Sergeant replied in the negative.

He said that the profits would be so small that it would not be fair for the city to impose an additional burden on a company already too heavily burdened. He believed the city should help the road rather than impede its development.

OHIO MINERS VOTE TO STRIKE.

WHEELING, W. Va.—Miners of the Tuscarawas (Ohio) field decided here on Wednesday to call a strike in the entire mining district, which includes a small part of the Pennsylvania bituminous territory. The date was left to the national board of the United Mine Workers of America, which will meet in Canton, O., today.

SCRUTINIZING COST OF U. S. FORESTRY SERVICE

WASHINGTON.—Opposition of Senator William Alden Smith of Michigan to the forest service of the government, as at present administered, is of more than usual interest and importance, because it indicates that in future sessions of Congress there is to be a more careful scrutiny of the service than heretofore by members of other parts of the country than the far West.

Heretofore it has been taken for granted that Senators Hayburn of Idaho and Clark of Wyoming would oppose the service. Their local interests prompt such action. They would wipe out the national forests altogether, if they could, and their constituents are back of them. Here are the rapid advances in annual appropriations for the forest service which have excited Senator Smith's suspicions:

In 1900, \$48,000; in 1901, double that sum; in 1902, doubled again; in 1903, \$291,000; in 1904, \$366,964; in 1905, \$545,282; in 1906, \$1,642,000; in 1907, \$3,989,000; in 1910, \$4,682,000; in 1911, \$5,051,000; in 1912, regular appropriation \$5,500,000, and deficiency appropriation of \$900,000 more.

Senator Smith says that when the forest service was organized no such appropriations were dreamed of. But the thing which bothers him more than

Pi Eta Club of Harvard
Is Training Chorus
for Annual Dramatics

REGINALD WELLER.

The dramatics of the Pi Eta Club of Harvard University are to be presented early in April. The score is rapidly approaching completion and the choruses are now being trained.

The lyrics are being written by Reginald Weller '11, who wrote the show of last year.

The music of the show is being written by N. Tweedy and R. Williams and the play by R. Colburn.

WORLD OF MUSIC

"THE SACRIFICE" REPEATED.

Mr. Converse's new opera dealing with Mexican war days was repeated at the Boston opera house Wednesday night. The principal artists gave a better account of their gifts for character-drawing than at first and the stage manager provided more elastic and illusive surroundings for the main action of the drama. In scenes that had at least one English speaking actor in the foreground, Mr. Converse's work, as cast by Mr. Russell, does not have to be much apologized for. Good singing will excuse a certain amount of faulty pronunciation during these experimental days in native lyric art. The opera has developed points of vocal and orchestral appeal and must develop more as the three principal singers and the conductor come into fuller possession of Mr. Converse's score. Chonita's Spanish air in act one and the violin comment on the padre's second entrance in act three bring the audience to the keener state of attention now than anything else of a purely musical character in "The Sacrifice."

The repertoire of the nineteenth and next to the last week at the Boston opera house is as follows: March 13, "The Sacrifice"; March 15, "Tosca"; March 17, "Don Pasquale," and the Russian dancers.

DEMOCRATS WORK
ON TARIFF PLANS

WASHINGTON.—With the announcement that there would be nothing to make public probably for ten days the House committee on ways and means Wednesday again considered the tariff procedure and committee selections for the incoming Congress.

Chairman Underwood of the committee afterward announced that all the work the Democratic members are now doing is of a tentative nature.

SCHOOLS TO BE DISCUSSED.

"Problems of Our Public School System" will be discussed at the meeting and dinner of the Massachusetts Reform Club at Youngs hotel tomorrow evening.

Dr. David Snedden, state commissioner of education, and David A. Ellis, chairman of the Boston school committee, will speak.

ORIENTALLY ARTISTIC SCENE AT COPLEY HALL



Main apartment where the loan exhibition of the Copley Society, with its array of paintings, tapestries, metal work, gems and jewelry, is held.

SEES PANAMA CANAL
CUT FREIGHT RATES
IN TWO WHEN OPEN

ATLANTA, Ga.—That the completion of the Panama canal will mean the reduction of freight rates between the Atlantic and Pacific coast cities from \$10 to \$5 a ton was the statement of Bernard N. Baker of Baltimore to the Southern Commercial congress today.

There was also a saving of time. With ordinary six-knot boats, Mr. Baker said, 12 days will be ample time between New York and San Francisco, whereas at present the railroad freight car averages 21 days for the distance.

The last resort for American trade is South and Central America, according to the Baltimore man. Japan has a monopoly of the Pacific trade and Japanese ships, by means of the government subsidy, have driven Americans out of the carrying trade. In this connection he said:

"As I construe the new Japanese treaty we are giving to Japan all the use of the Panama canal and to their ships all the benefits which we may give to our own ships except in the coastwise trade, and this in face of the discussion by senators and congressmen on differential duties, tonnage taxes, preferential duties and free ships."

"While we are haggling, because we are Democrats, Republicans or insurgents, over the method of doing it, Japan is up and doing. She has realized the obligations of the Panama canal to do something long before we awake even."

Interest in the second day's session was given on impetus today by the arrival of former President Theodore Roosevelt, who is to address the Congress tonight on "The South's Obligation in Statesmanship and Business Endeavor." Colonel Roosevelt was given an ovation by the delegates.

Today was primarily "Latin American Day" at the congress. The Panama canal, Mexico and various other countries of South America and their community of interests with the South were described.

"The day has come when we need statesmanship in business," said George W. Perkins in his address on "Modern Industrialism," delivered Wednesday before the congress. "I have long believed that we should have at Washington a business court, to which our great business problems could go for final adjustment when they could not be settled otherwise."

"It would give us a practical working arrangement," continued Mr. Perkins, "by which more humane, cooperative

MONETARY BOARD
TO SIT WITH MR.
ALDRICH AS HEAD

WASHINGTON.—The national monetary commission, which resumes its sessions today, includes seven former United States senators.

Senator Bailey of Texas has the distinction of being the sole representative of the Senate on the commission. Although Senator Burton is on the commission he was appointed as a representative of the House while he was a member of that body.

The former senators are Messrs. Aldrich of Rhode Island, Burrows of Michigan, Hale of Maine, Teller of Colorado, Money of Mississippi, Flint of California and Taliaferro of Florida.

The meeting of the commission today will be presided over by the chairman, Mr. Aldrich, and will be executive. Plans for hearing financiers and bankers with regard to a monetary system will be developed.

SECRETARY KNOX
PLANS CUBA VISIT

WASHINGTON.—Secretary Knox, who is at West Palm Beach, Florida, probably will pay a short visit to Havana, Cuba, before returning to Washington.

Inquiry in the state department as to whether there had been any developments in the Mexican situation which would necessitate the secretary curtailing his vacation and returning to this city sooner than he had originally planned brought forth a denial from officials. His trip to Cuba has no relation to official business.

CIVIC REVIVAL IN HALIFAX, N. S.

HALIFAX, N. S.—Halifax has been preparing for a "civic revival" to bring about conditions like those sought by the Boston 1915 movement. Citizens have gone very thoroughly into the work of preparation and the campaign is now open. The operations will be directed by John L. Sewall of Boston, who comes here at the invitation of the Halifax committee.

Methods could be substituted for ruthless competition. Competition that competes, that is real, that is earnest, under present conditions of life, has become too destructive to be tolerated.

STUDENT VISITORS
VIEW ART OBJECTS
AT COPLEY EXHIBIT

Vesper L. George, instructor in design of the Massachusetts normal art school, will take a large party of his students to the Copley Society's loan exhibition of decorative art on Friday. Mr. George will talk on the various collections, particularly in relation to their appeal to the student of design.

Large numbers of students from Boston's various educational institutions are daily taking advantage of free admission offered to students by the society. Their chief interest appears to center in the spacious main hall, with its array of magnificent tapestries, which form a fitting background for the celebrated paintings that also adorn the walls.

Gainsborough's famous "Blue Boy" holds the place of honor in the center of the east wall, where also are hung Sir Joshua Reynolds' portrait of himself, a portrait of Admiral Gambier by Copley and a few other paintings.

Some magnificent chandeliers are suspended in the main hall, which together with the priceless tapestries give the room an appearance of oriental splendor, while the numerous glass cases and cabinets filled with smaller art treasures remind one of some museum of antiquities.

REPORT ON NEW
C. E. BRANCHES

Francis E. Clark, president of the United Society of Christian Endeavor, in his report Wednesday before the quarterly meeting of the trustees of the society, said that more than 700 new societies have been formed in three months. Dr. Clark reported that \$130,924.47 has been raised toward the new buildings.

SCHOOL FRATERNITIES UPHOLD.
NEW YORK.—New York city's board of education on Wednesday passed a resolution opposed to any legislation designed to prohibit pupils in public schools from belonging to secret societies or fraternities.

Patronizing
Advertisers

Advertising is an appeal for trade. The results from advertising increase the demand for staple goods. The demand helps the farmer, the railroad, the manufacturer. Consequently advertising, more than competition, is the life of trade. Some competition has a tendency toward disorganization. The right kind of advertising, while competitive, conducts its warfare in the open, and tends to upbuild both confidence and commercial conditions.

Of course, the aggregate is the unit multiplied, and the more extensive the units reading and patronizing reliable advertising, the greater will be the aggregate in individual satisfaction, community growth and universal broadening.

Monitor readers set a very good example in the way of patronizing advertisers. They are governed by something more than self interest—they believe in the Monitor and want to see it grow and their confidence in the Monitor and its policy extends to its advertisers and their offerings.

Are you, Mr. Advertiser, getting the benefit of this militant newspaper service? Our readers are liberal buyers. They would be glad to get acquainted with you.

Are you giving them the right opportunity?

PLAYHOUSE NEWS

CHICAGO OPENINGS.

Miss Bertha Kalich appears at the Princess next Monday evening in a revival of "The Kreutzer Sonata."

The College theater next week will offer "Arizona" and the Imperial will put on "The Talk of New York."

Miss Marie Cahill on March 12 begins an engagement at the Garrick in "Judy Forgot," a new musical comedy by Hopwood and Hein.

"Macbeth" will be the bill of the opening week of the Southern-Marlowe engagement at the Lyric, beginning next Monday evening, except on Saturday night, when "Taming of the Shrew" will be the offering. During the second and third weeks "Hamlet," "The Merchant of Venice," "Twelfth Night" and "As You Like It" will be given.

Henry Kolker is in the tenth week of his engagement at the Cort in "The Great Name."

NEW YORK OPENINGS.

"The Pink Lady," a new musical comedy by C. S. McEllan and Ivan Carly, will be presented at the New Amsterdam next Monday evening.

William Gillette begins a short farewell engagement Monday evening at the Empire in "Secret Service" prior to beginning an English tour.

There will be an interesting opening at the Nazimova theater on March 13, when Augustus Thomas' latest play, "As a Man Thinks," will be produced. Mr. Thomas long has occupied a leading position among American dramatists. His plays are apt to furnish not only strong dramatic and human interest, but matter for future reflection. This one is understood to deal with phases of contemporary business life. The principal character in it will be acted by that excellent comedian John Mason, with whom Walter Hale, Vincent Serrano, Chrystal Herne, Amelia Gardner, Charlotte Ives, William Sampson and John Flood will be associated.

The Aborn company will present "The Bohemian Girl" next week at the Majestic.

"Thais" in a dramatic form will be offered at the Criterion next Tuesday evening. The cast includes Miss Constance Collier, Arthur Forrest and Tyrone Power.

BOSTON OPENINGS.

Thomas E. Shea is to play a return engagement at the Grand Opera House beginning next Monday evening. He will revive "A Soldier of the Cross," and give the favorite plays of his regular repertoire.

The Harvard prize play, "The End of the Bridge," has been an instantaneous success at the Castle Square, and Mr. Craig announces that in view of the enormous demand for seats, he will continue it for a second week, beginning next Monday. The cast will remain unchanged.

F. Schuyler Matthews will lecture on "Bird Music and Its Relation to the Master Musicians" in room 23 of the Walker building, Saturday afternoon at 3 o'clock, as the final talk in the Massachusetts Audubon Society course on "Birds and Bird Music."

Edward Sheldon's drama of the southern race problem, "The Nigger," will begin an engagement next Monday evening at the Shubert, succeeding "The Fourth Estate." Mr. Sheldon's play was given a few performances here last season by the New Theater company. It has proved such a popular success that a special company is touring under the management of William Brady, headed by the original actor of the leading role, Guy Bates Post.

HERE AND THERE.

George W. Anson, one of the leading members of the company that will support Miss Billie Burke in "Suzanne" at the Hollis, is known in England as "the British Coquelin." He visited America first with Mrs. John Wood away back in 1870.

Mrs. Fiske is to begin her New York engagement March 20 with "Becky Sharp." Two weeks later she will produce a play by a writer new to the stage, it is announced.

The future of the New theater, New York, is certain, at least so far as public announcement is concerned. The directors say they will issue a statement within the next three weeks. It is known that the abandonment of the present vast and unsuitable structure is contemplated, however. The pity of it is that practical men of the theater knew that the auditorium would be unsuitable to the finest dramatic effect while the playhouse still existed on paper. Granville Barker, one of the leaders among the younger English stage managers, and himself a dramatist, was offered the post of director of the New theater, but objected to the immense size of the auditorium, saying that a play requiring intimacy of acting would be lost in its vast reaches. When those in power declined to make the house smaller, Mr. Barker declined to have anything to do with the movement and returned to England. A remarkable man was lost to the American stage and a vast auditorium was built, which has effectively evaporated much fine acting during the past two seasons. Thus one of the principal lessons learned during the two years of curious experimentation was that the house was too large, something every practical man of the theater who saw the plans told the directors before the walls were closed in. It is rumored that the directors intend to send the company on a tour next season and in 1912 open a theater of suitable size. This is to be hoped, for a movement of such laudable purpose as the establishment of a national theater should not be stopped by the mere fact that a mistake was made in the size of the home of

REAL ESTATE NEWS

Amended plans for the new Woolworth building in New York, which is to rise for 51 stories and whose tower will be 49 feet higher than that of the Metropolitan Life building, which has heretofore held the record, have been filed. The amended plans increase the cost of the structure, and the foundation girders from \$500,000 to \$1,200,000, and show that the finished structure will be 51 stories high, the main building being 27 stories and the tower 24 stories, giving the entire building a total height of 740 feet, thereby making it the tallest building in the world. The Metropolitan tower is but 701 feet high. The new Woolworth building will occupy the westerly side of the Broadway block between Park place and Barclay street.

TWO ARE IN BOSTON.

Which are the 10 most beautiful buildings in the United States? A great voting contest in the East, of architects and architectural students, gave this list: The Capitol and the Congressional Library in Washington, the Public Library and Trinity Church in Boston, Columbia Cathedral, the City Hall and Madison Square Garden in New York, and the Vanderbilt residence, Biltmore, in North Carolina.

All of these buildings are in the East. Three of them are libraries and three are churches. One capitol, one city hall, one place of amusement and one residence complete the list. Not a single state capitol or theatre or gallery of art or monumental museum has a place.

It is hardly likely that the vote taken in the contest was fully representative of the country, says the American Carpenter and Builder. It is an eastern judgment, expressed by architects, and the favor appears to have run to grandiose rather than to beautiful buildings. A western vote or a vote of artists or of amateurs would doubtless have given a different verdict in several cases.

BOYLSTON STREET SALE.

Daniel J. Cronin and Philip L. Schuyler, Eaton building, have purchased of Mrs. Martha Butler of Kentucky the estate at 1084 Boylston street, a few doors from Massachusetts avenue. This property consists of a 4½ story brick building and about 2205 square feet of land, extending from Boylston street through to the passageway in the rear. It is assessed on a valuation of \$17,000, of which \$12,000 is on the land. This section is rapidly being improved for business purposes, particularly for the automobile business. Other dwellings in the block have recently been improved and leased to desirable tenants. It is the intention of the new owners to make extensive changes in their new purchase for the automobile business.

NEW FRONT FOR BUILDING.

Another instance of the march of business on Boylston street is to be found in the property at 565 Boylston, title to which was taken about two weeks ago by Herbert F. Winslow. The former octagon residential front has been entirely removed and a new business front is to replace it, and the building otherwise modernized for business purposes. This was one of the few remaining properties that retained a residential aspect.

LOCAL REALTY RATHER QUIET.

Today's sales of local real estate involve only moderate valuations and the transactions are not very numerous. In the West End of the city proper Abraham S. Arnov has just taken title from Louis Peacot to the property numbered 44 Grove street, near Revere street, comprising a four-story brick house standing on 800 square feet of land, the latter rated by the assessors as worth \$2000. The entire assessment is \$7500.

Another city proper transaction involves the parcel at 15 to 19 Hanover avenue, near North street, North End which has been acquired by P. Robert Greene et al. from John J. Lavizzo et al. The tax rating is \$6800, of which amount \$3300 is on the 1450 square feet of land in the lot. There is a three-story brick house.

A frame house and lot of 4908 feet at 42 Edward street, near Bradshaw street, Dorchester, have been sold by George W. Johnston to Mary E. Fitzgerald. The assessment represented is \$7300, including \$2000 on the land.

Another Dorchester change takes a lot of vacant land, containing 3300 square feet, situated on Harvard street, opposite Richfield street, taxed on \$2100. At 17 and 19 Poplar street, between Washington and South streets, West Roxbury, there is a frame house and 4055 square feet of land and the estate has just been purchased by Emma M. Shannon from Elizabeth P. Devens. The tax valuation is \$4500, of which amount the land's share is \$3000.

SUFFOLK REGISTRY TRANSFERS.

Recorded transfers are taken from the files of the Real Estate Exchange as follows:

BOSTON—CITY PROPER.

Henry W. Lamb to John W. Flavin, Hanover ave.; q. s. \$1.
Morris Goldman to Hyman Goldman, Irving, Myrtle and Revere sts.; q. s. \$1.
Martha Butler to William P. Morse, Boylston st.; q. s. \$1.
William P. Morse to Daniel J. Cronin et al., Boylston st.; q. s. \$1.
Louis Peacot to Abraham S. Arnov, Grove st.; w. s. \$1.
John J. Lavizzo et al. to P. Robert Greene et al., Hanover ave.; w. s. \$1.

that theater. Happily, there is no indication that the men back of the movement have lost faith in the worthy idea.

David Belasco announces the presentation of "The Woman," a new drama by William C. DeMille within a few weeks in Washington with Miss Helen Ware in the leading role by arrangement with Henry B. Harris.

EAST BOSTON.

Charles L. Caswell to Mary M. McDonald, Swift st.; w. s. \$1.
ROXBURY.

Annie E. Lawler to Harry G. Heslan, Smith st.; w. s. \$1.
Harry G. Heslan to Annie E. Lawler, Smith st.; w. s. \$1.

Harry E. Remick, utage, to Harry E. Remick, Vancouver st.; d. s. \$500.

DORCHESTER.

John F. Graham to Julia F. Dunican, Granite ave.; q. s. \$1.
George W. Johnston to Mary E. Fitzgerald, Edmund st.; w. s. \$1.

Lois E. Bumpus to William W. Duckering, Harvard st.; w. s. \$1.
Alexander H. Rice to Angus McDonald, King st.; q. s. \$1.

Daniel S. Barkus to Ruth E. Tuttle, Columbia rd.; q. s. \$1.
Ruth E. Tuttle to Catherine A. Hawkins, Columbia rd.; q. s. \$1.

Edna G. Dorrance to Stephen J. Mattalano, Norfolk st.; q. s. \$1.
Elizabeth Keller et al. to Elsie J. Keller, Geneva ave.; d. s. \$400.

WEST ROXBURY.

Edward K. Butler et al. to Isabel Butler et al., Center st.; d. s. \$1.
Elizabeth P. Devens to Emma M. Shannon, Poplar st.; q. s. \$1.

Robert T. Fowler to Hilda R. Milch, Dunster rd.; q. s. \$1.
Peter Leure to city of Boston, Hyde Park ave.; r. s. \$304.

BRIGHTON.

James B. Fuller to Lawrence S. Fuller, Nantuxet st.; 3 lots, 4 lots; q. s. \$1.

CHARLESTOWN.

Oliver H. Perry, Jr., to Helen G. Halliwell, Alford st.; q. s. \$1.
Helen G. Halliwell to Stella F. Perry, Alford st.; q. s. \$1.

CHELSEA.

W. T. Cardy & Sons Co. to Alexander H. McIntyre, Beach and Arlington sts.; q. s. \$1.

Alexander H. McIntyre to Bay State Improved Box Co., Beach and Arlington sts.; q. s. \$1.

Harry M. Locke to Samuel R. Locke, Blossom and Eden sts.; q. s. \$1.

Samuel R. Locke to Jennie R. Locke, Blossom and Eden sts.; q. s. \$1.

Congregation, Paul Jones to John Zaltzman, Walnut st.; 2 lots; q. s. \$1.

John Zaltzman to Israel Golden, Walnut st.; 2 lots; q. s. \$1.

Abraham Levine to Philip Goldberg, Chestnut st.; q. s. \$1.

Emma L. Vesale to Bertha Levine, Chestnut and Cherry sts.; 2 lots; q. s. \$1.

Edith Dorrance to Francis W. Kimball, Kimball rd.; 2 lots; q. s. \$1.

Solomon Dolinsky to Israel Kalmonovitch, Essex st.; 2 lots; q. s. \$1.

Congregation Beth Jacob Anise Shpard to Lillie Slotnick, Spruce and Auburn sts.; q. s. \$1.

REVERE.

Serafina De Simone to Domenico Turletti, Revere and George sts.; 3 lots; q. s. \$1.

Joseph Costa to Domenico Petrucci et al., Fairfield st.; 4 lots; w. s. \$1.

Harry N. Squires, utage, to Katherine L. Brangan, Victoria st.; d. s. \$1800.

Katherine L. Brangan to Robert F. Miller, Victoria st.; q. s. \$1.

BUILDING NOTICES.

Permits to construct new buildings were posted in the office of the building commissioner of the city of Boston today as printed below. Location, owner, architect and nature of work are named in the order here given:

Frankfort st. 75, ward 1; Alexandro Di Simone, F. A. Norcross; brick tenement.

Newbury st. 26-28, ward 11; Am. Academy of Arts and Sciences, Page & Frothingham; brick library and assembly hall.

Gleason st. A, ward 20; Thos. J. Griffin; wood dwelling.

Fairview st. 14, ward 23; John D. Morrison, L. Campbell; wood dwelling.

St. Louis st. 105, ward 23; John W. Perry; wood storage.

INSURANCE NEWS.

The value of big firms having their own private fire departments, or rather employees drilled to respond to an emergency and to know what to do, is shown in a recent experience of the John P. Squire & Co. in Cambridge.

William A. Muller & Co., insurance, 18 Central street, have received the following letter under date of March 8, explaining the occurrence:

"Yesterday afternoon at about 4 o'clock one of our men at the box mill noticed smoke coming from the roof of the transformer house, belonging to the Cambridge Electric Light Company, situated in our yard to the east of the box mill.

"He immediately rang in an alarm of fire on the A. D. T. system box in the mill and they notified the Cambridge and Somerville fire departments. The manager of the box mill notified our superintendent by telephone.

"Before the Cambridge alarm '195' was through ringing the first round one of the Cambridge engines and hose carriages were in our yards.

"In the meantime the men at the box mill had the fire shutters closed on that side of the mill and had a line of hose laid from the hydrant nearest the transformer house so that they were prepared to turn a stream of water on our property in case there was occasion to do so. They did not turn the stream on the transformer house because they have been instructed not to do so for possibility of receiving an electric shock.

"The fire did no damage to our property.

"It was an instructive fire drill for our men, who responded splendidly to the call and knew exactly what to do. It shows that our fire drills have been of some avail and that the men would know how to handle themselves in case of fire. Had it been necessary our men would have had a stream of water on the fire in less than three minutes from the time the alarm was rung in."

The regular meeting of the Boston board of fire underwriters will be held at the board's rooms, 55 Kilby street, next Tuesday morning and it is hoped that some communication will be forthcoming from the commission representing the Eastern Union, which came to Boston in regard to certain important questions affecting insurance agents and others in the trade.

ELEVEN WARSHIPS AT SAN PEDRO. SAN PEDRO, Cal.—The cruisers California, South Dakota and Pennsylvania and the torpedo boats Stewart, Paul Jones, Perry, Treble, Truxtton, Goldsborough, Rowan and Fox are anchored in the outer harbor. They will remain here until Saturday, March 11.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

REAL ESTATE

California Lands
For alfalfa, nuts, fruits or berries. Large or small acreage.

Large tracts for ranches or subdivision.

E. D. BAKER & CO.,
210 California St., San Francisco.

FOR SALE—Country residence, beautifully located on lake at foot of Mt. Wachusett, Westminster, Mass.

House of 13 rooms, with running water on each floor from never-falling spring, steam heat and bath; large barn and henhouse, and about 6 acres of land; must be sold to settle an estate. HARRISON BAILEY, Agent, 120 Main st., Fitchburg, Mass.

APARTMENTS TO LET

APARTMENT—Newly completed, furnished 2 rooms, 2 closets, kitchenette and bath, new building, in Back Bay district; low rent. Address H 502, Monitor Office.

STUDENTS AS JUDGES AT LIVESTOCK SHOW OF THE NORTHWEST

PORTLAND, Ore.—James J. Hill has written a letter indorsing the first annual Pacific Northwest live stock show to be held here on March 20-22. No fee will be charged and the object is entirely educational, including a students' judging contest.

Mr. Hill says that Oregon, and Portland in particular, can do no greater work than by pushing the show to a successful conclusion. Not only does he give it his indorsement, but in addition he will lend it his financial support.

Mr. Splawn, of North Yakima, Wash., has written:

"This will be the first live stock show and comprehensive exhibition of fat stock that has been held west of Denver or St. Paul. It is absolutely educational as there will be no gate fee, and from present indications the capacity of the Portland Union stock yards will be taxed to take care of the exhibits.

"James J. Hill of the Great Northern and Robert S. Lovett of the Harriman lines, have lent their names and influence to the show, as they appreciate the great educational force of the project.

There will be a great display of draft horses in harness, in which an object lesson will be given showing what the draft horse industry means to the Pacific Northwest. There will be great displays of thoroughbred beef cattle and there will be an exhibition thoroughbred sheep and hogs. The premium list does not include prizes for thoroughbred stock.

"The students' contest, which takes place on the first day, to be followed by lectures on livestock topics, will draw the attention of hundreds of people who are interested in better livestock. In actual benefit and as a direct assistance in attracting settlers of the kind who build up the country, nothing that has ever been given in the Pacific Northwest will mean as much as the exhibition of the Pacific Northwest livestock exposition."

Students from the agricultural colleges of Oregon, Washington, Idaho, Montana and California will take part in the students' contest. This is one of the leading features of the show from an educational viewpoint.

These classes in stock judging will compete and judges from the East of national reputation will pass upon the work of the students. President Kerr of Cornell will attend and will aid in making the livestock show a success.

NAVAL COURT AGAINST CREW. NORFOLK, Va.—The naval court has found the steamer Penarth (Br.) seaworthy and has ordered eight seamen who refused to sail discharged without wages. One of the crew has appealed for trial in a United States court. The steamer will probably proceed Friday after giving bond for wages in this case.

C. P. R. AWARDS RAIL CONTRACT. SAULT STE. MARIE, Mich.—The Canadian Pacific railway has contracted for 100,000 tons of steel rails to be made in Sault Ste. Marie, Ont., at a contract price of \$3,000,000.

NEW IOWA BANK EXAMINER. WASHINGTON—Ellis D. Robb, of Eldora, Ia., was appointed a national bank examiner in that state on Wednesday. He was formerly a state bank examiner.

DELAWARE CANAL OPENED. BORDENTOWN, N. J.—The Delaware and Raritan canal was opened to navigation Wednesday.

WANT ROOSEVELT TROPHIES SHOWN. WASHINGTON—Friends of former President Roosevelt are planning to ask Congress for a special appropriation to mount the trophies of his African trip.

The movement has been started in the instance of Colonel Roosevelt.

"I should like to see the collection handsomely mounted and placed on exhibition," he said, "if this can be done by the liberality of Congress."

CANADIAN ROADS INCREASE PAY. WINNIPEG, Man.—The board of conciliation has awarded to Canadian Pacific maintenance of ways employees a 15 per cent wage increase east of Ft. William, Ont., and 12½ per cent west of Ft. William, with improved working conditions. The Canadian Northern railway award is on the same scale.

NEW BRUNSWICK LUMBER DEAL. FREDERICTON, N. B.—Donald Fraser & Sons of this city have purchased timber limits and mills at Edmundston, N. B., of James Murdoch, Sons & Co., of Calais, Me. The limits are about 22 miles long and six miles deep, part on the Madawaska river and part on Lake Temiscouata. The price paid is \$300,000.

NEW SACRAMENTO VALLEY LINE. SAN FRANCISCO—Officials of the Southern Pacific and Fentris Hill, representing the Pittsburg syndicate, has consummated a deal whereby a branch railroad will soon be constructed through the Sacramento valley, running from Arbuckle, through Colusa and on to Hamilton, 100 miles long.

NUT TREES FOR SPOKANE VALLEY. OPPORTUNITY, Wash.—A new industry may be established in the Spokane valley. Many orchardists are planting walnut and almond trees, using special varieties. It is said that the profits from the nut trees are greater than are realized from the usual winter apple crops on the local irrigated lands.

TAILORS

Spring Woolens
WERNER & LINDSAY, 49-51-53 Jackson Boulevard, CHICAGO

WOMEN'S SPECIALTIES

Lacy & Co. Importers and Designers of MILLINERY

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HOUSES FOR THE SUMMER

Latest Market Reports Produce Quotations Shipping

PRODUCE MARKET

Arrivals.
Str Gloucester, from Norfolk, with 370 bbls spinach, 60 bbls kale, 600 bbs oranges, 500 bbs peaches.
Str H F Dimock, from New York, due today, has 10 bbs apples, 5 bbs potatoes, 135 bbs lemons, 10 bbs coconuts, 180 bbs dates, 264 bbs macaroni.
Str Romanic, due March 13, from Mediterranean ports, has 8540 bbs Palermo lemons for Boston and 3381 bbs 12 hlb bbs lemons for interior points. Sailed from Ponta del Gada March 8.
Steamer City of Atlanta, due tomorrow, has 71 boxes oranges, 24 crates vegetables.
Steamer Ontario, from Norfolk, due here tomorrow, has 30 barrels spinach.
Steamer Zealand, with 615 barrels 1414 boxes apples, arrived at Liverpool today from Boston.

Boston Receipts.
Apples 111 barrels, cranberries 2 barrels, strawberries 40 refrigerators, Florida oranges 900 boxes, California oranges 9812 boxes, lemons 660 boxes, peanuts 500 bags, potatoes 14,700 bushels, sweet potatoes 242 barrels, onions 1040 bushels.
Sailed.
Str Admiral Dewey has sailed from Port Antonio at 11 p. m. for Boston with bananas for United Fruit Company. Due Monday March 13.
Str San Jose has sailed from Port Limon for Boston with bananas for United Fruit Company. Due here Monday, March 13.
Str Lake Erie, sailed today for Glasgow taking 242 bbls 476 bbs apples.

PROVISIONS

Chicago Market.
May wheat 90¢, May pork 17.30, May lard 9.07; hog root 28.00, prices 6.55¢; 7.15¢; cattle mkt stdy, recs 5000; beefs 6.20¢@6.40, cows and hfs 2.65¢@5.90, Tex str 4.40¢@5.70, stks and fdrs 3¢@5.85, western cattle 4.70¢@5.80.

Boston Receipts of Poultry.
Today 1412 pkgs, 1910 972 pkgs.

Boston Prices.
Flour—To ship from the mills, standard spring patents \$5.15@5.60, clear \$4.15@4.50, winter patents \$4.30@4.75, straight \$4.15@4.60, clear \$4.40@4.50, Kansas patents, in jute \$4.50@5.10, rye flour \$4.40@4.75, graham \$3.60@3.90.

Corn—Carlots, on spot, No. 2 yellow 57¢, steamers yellow 56½¢, No. 2 yellow 56¢; to ship from the West, No. 2 yellow 56½¢@57¢, No. 3 yellow 55½¢@56¢.
Oats—Carlots on spot, No. 1 clipped white 38½¢, No. 2 37½¢, No. 3 37¢, rejected white 35½¢@36¢; to ship from the West, No. 1 42-lb clipped white 38¢@38½¢, No. 2 40-lb 37¢@37½¢, No. 3 36-lb 36½¢@37¢.

Cornmeal and oatmeal—Feeding cornmeal \$10.40@11.00 100-lb bag, granulated \$2.90@3.10 bbl, bolted \$2.70@2.90; oatmeal, rolled \$4.45 bbl, cut and ground \$4.40@4.60.

Milled—To ship from the mills, spring bran \$25.50@26, winter bran \$25.75@26.25, red dog \$28.75, cottonseed meal \$28.50, linseed meal \$36, gluten feed \$25.25, hominy feed \$23.50, stock feed \$23. Hay and straw—Hay, western, choice \$22.50@23.50, No. 1 \$20.25@22, No. 2 \$17.50@18.50, No. 3 \$14.50@15.50; straw, rye \$11.50@12, oat \$8.50@9.

Butter—Northern creamery, 25¢@25½¢; western, best, 25¢@25½¢; Eggs—Fancy nearby henner, 24¢@25¢; eastern, best, 22¢@23¢; western, best, 18¢@20¢.

Cheese—New York twins, extra, 15¢@15½¢; Vermont twins, extra, 14¢@14½¢; Beans—Peas, choice, per bu, \$2.15@2.20; medium, choice hand picked, \$2.15@2.20; California small white, \$2.75@2.80; yellow eyes, best, \$2.20; red kidney, choice, \$3.25@3.40.

Apples—Northern Spy, bbl, \$4.55@5.25; Ben Davis, \$3.50@4.25; Baldwins, fancy, storage, per bbl, \$4.50@5.25.
Potatoes—New potatoes, 95¢@1.15; sweet potatoes, per basket, \$1.25@1.35; Poultry—Nearby broilers, 14¢@15¢; choice northern and eastern fowl, 18¢@19¢; western, choice, 17¢@18¢; western turkeys, choice, 24¢; roasting chickens, 14¢@15¢; western chickens, 15¢@16¢.

Onions—Connecticut river, per 110-lb bag, \$1.75@2; native yellow, per bu. box, 90¢@1.
Fruit—Pineapples, per crate, \$2@3.50; cranberries, per box, \$3.25@3.75; per bbls, choice, late varieties, \$9@11; strawberries, per qt, Florida Klondike, 35¢; other varieties, 30¢.

DAIRY PRODUCTS

Boston Receipts.
Today, 4252 lbs, 4660 bbs, 216,207 lbs butter; 295 bbs cheese, 3804 cs eggs; 1910, 2173 lbs, 4122 bbs, 101,867 lbs butter; 298 bbs cheese, 2903 cs eggs.
Today's New York Market by Telegram.
Butter mkt unchanged; firm; spec 27½ inside quotation, ex 23¢@25½¢, hld spec 20½¢@21½¢.
Cheese mkt: colored stdy at 14¢@14½¢, white unchanged 13½¢.
Egg mkt unchanged but less firm; fresh lots 17½¢@18¢, ref lots 15¢, 2ds 14¢@14½¢.

New York Receipts.
Today, 7417 pkgs butter, 3304 bbs cheese, 19,500 cs eggs; 1910, 7615 pkgs butter, 1276 bbs cheese, 9003 cs eggs.

STREET RAILWAY MERGER.
The Worcester Consolidated Street Railway Company has petitioned the railroad commission for authority to acquire the franchises and property of the Marlborough, Westborough Street Railway Company, the Worcester & Blackstone Valley Street Railway Company and the Worcester & Holden Street Railway Company.

ELECTRIC EARNINGS

Messrs. Stone & Webster report the earnings of the following companies for the month of January, 1911, which compare with previous year as follows:

BATON ROUGE ELECTRIC CO.		
Gross	1911	1910
Net	\$3,850	\$4,552
Surplus	3,850	4,552
BLACKSTONE VALLEY GAS & ELECTRIC CO.		
Gross	\$113,600	\$113,600
Net	113,600	113,600
Surplus	113,600	113,600
BROCKTON & PLYMOUTH ST. RY. CO.		
Gross	7,471	\$296
Net	7,471	\$296
Surplus	7,471	\$296
COLUMBUS ELECTRIC CO.		
Gross	\$30,038	\$3,317
Net	30,038	3,317
Surplus	30,038	3,317
DALLAS ELECTRIC CORPORATION.		
Gross	\$130,374	\$20,053
Net	130,374	20,053
Surplus	130,374	20,053
EDISON ELECTRIC ILLUMINATING CO. OF BOSTON.		
Gross	\$33,422	\$5,005
Net	33,422	5,005
Surplus	33,422	5,005
ELECTRIC LIGHT & POWER CO. OF ABINGTON AND ROCKLAND.		
Gross	\$9,420	\$1,171
Net	9,420	1,171
Surplus	9,420	1,171
EL PASO ELECTRIC CO.		
Gross	\$61,769	\$3,811
Net	61,769	3,811
Surplus	61,769	3,811
FALL RIVER GAS WORKS CO.		
Gross	\$40,166	\$14,335
Net	40,166	14,335
Surplus	40,166	14,335
GALVESTON-HOUSTON ELECTRIC CO.		
Gross	\$111,106	\$14,335
Net	111,106	14,335
Surplus	111,106	14,335
HOUGHTON COUNTY TRACTION CO.		
Gross	\$23,256	\$2,864
Net	23,256	2,864
Surplus	23,256	2,864
JACKSONVILLE ELECTRIC CO.		
Gross	\$52,765	\$5,585
Net	52,765	5,585
Surplus	52,765	5,585
THE LOWEY ELECTRIC CORP.		
Gross	\$42,377	\$6,023
Net	42,377	6,023
Surplus	42,377	6,023
NORTHERN TEXAS ELECTRIC CO.		
Gross	\$124,000	\$18,160
Net	124,000	18,160
Surplus	124,000	18,160
PADUCAH TRACTION & LIGHT CO.		
Gross	\$21,787	\$1,320
Net	21,787	1,320
Surplus	21,787	1,320
PENSACOLA ELECTRIC CO.		
Gross	\$22,000	\$1,761
Net	22,000	1,761
Surplus	22,000	1,761
PUGET SOUND ELECTRIC RY.		
Gross	\$142,251	\$2,117
Net	142,251	2,117
Surplus	142,251	2,117
SAVANNAH ELECTRIC CO.		
Gross	\$53,803	\$4,903
Net	53,803	4,903
Surplus	53,803	4,903
SEATTLE ELECTRIC CO.		
Gross	\$478,729	\$11,020
Net	478,729	11,020
Surplus	478,729	11,020
SIERRA PACIFIC ELECTRIC CO.		
Gross	\$58,012	\$4,117
Net	58,012	4,117
Surplus	58,012	4,117
TAMPA ELECTRIC CO.		
Gross	\$53,234	\$1,327
Net	53,234	1,327
Surplus	53,234	1,327
WHITCOMB COUNTY RY. & LIGHT CO.		
Gross	\$33,477	\$2,765
Net	33,477	2,765
Surplus	33,477	2,765

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ATLANTIC AND PACIFIC SAILINGS

Transatlantic Sailings.

EASTBOUND.

Sailings from New York.

*La Lorraine, for Havre, Mar. 9.

*Tearlach, for Mediterranean ports, Mar. 11.

*Batik, for Liverpool, Mar. 11.

*Finland, for Antwerp, via Dover, Mar. 11.

*President Grant, for Hamburg, Mar. 11.

*Pernassia, for Glasgow, Mar. 11.

*St. Paul, for Southampton, Mar. 11.

*Birgata, for Rotterdam, Mar. 11.

*Kronprinz Wilhelm, for Bremen, Mar. 11.

*Oceania, for Mediterranean ports, Mar. 11.

*Mauretania, for Liverpool, Mar. 11.

*Rhein, for Bremen, Mar. 11.

*Georg II., for Copenhagen, Mar. 11.

*St. Province, for Havre, Mar. 11.

*Volturno, for Rotterdam, Mar. 11.

*Hambro, for Antwerp, Mar. 11.

*Roma, for Mediterranean ports, Mar. 11.

*Kronland, for London, Mar. 11.

*Dover, Mar. 11.

*Pernassia, for Glasgow, Mar. 11.

*Mauretania, for Liverpool, Mar. 11.

*Rhein, for Bremen, Mar. 11.

*Georg II., for Copenhagen, Mar. 11.

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*Volturno, for Rotterdam, Mar. 11.

*Hambro, for Antwerp, Mar. 11.

*Roma, for Mediterranean ports, Mar. 11.

*Kronland, for London, Mar. 11.

*Dover, Mar. 11.

*Pernassia, for Glasgow, Mar. 11.

*Mauretania, for Liverpool, Mar. 11.

*Rhein, for Bremen, Mar. 11.

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News of the World Told by Cable and Correspondence

FRENCH MILITARY OFFICERS WILL TAKE AIRSHIPS TO DAKAR

To Carry on Experiments in Senegal—First Aeroplane Flight Seen in China—Flying in India.

TO TRY FOR LONDON

(Special to The Monitor.) PARIS—It is announced that five French military officers are about to start for Dakar in Senegal, where experiments in aviation will be carried out. No less than four aeroplanes are being taken by one of the officers, who has already started.

SHANGHAI—The first aeroplane flight witnessed in China was accomplished by M. Vallon in the neighborhood of this city on a Sommer biplane. It is understood that further exhibitions of flights with a monoplane as well as a biplane will also be made in the near future by M. Vallon.

MIDNAPORE, India—Henry Jullerot, who has already accomplished several flights in this country, made a successful cross-country flight of about five miles during the army maneuvers, when he traversed dense jungle country at a height of some 1200 feet, making a further flight the next day accompanied by Captain Branner as observer.

PARIS—M. Pierre Bourneque, who uses an R. E. P. monoplane, is awaiting a favorable opportunity to fly from Paris to London, a journey he hopes to accomplish without making a single stop. It is M. Bourneque's intention to alight at Wormwood Scrubs.

AMALGAMATION OF SHIPBUILDING FIRMS COMPLETE

Object of Combination Is Raising Sufficient Capital to Build Works for Battleships of Largest Type.

(Special to The Monitor.) BUDAPEST—The amalgamation between the Danubius Shipbuilding and Machine Works and the celebrated Electrical Engineering and Machinery Works of Messrs. Ganz & Co., now only requires formal ratification. One object of this combination is the raising of sufficient capital to carry on larger works for the building of big battleships of the dreadnought type, for extending the Budapest works of Messrs. Ganz, erecting new workshops there for turbine construction, and purchasing interests in large undertakings, one of these being the new scheme for electric lighting in Constantinople.

The combination, it is hoped, will also aid in achieving further specialization in certain lines common to both concerns. It will, when completed, form the largest continental undertaking of this kind, and will be in the possession of three works at Budapest, two at Fiume, and one in Prussian Silesia, in addition to those of Leobersdorf, and the Ganz Electric Works. They will employ no less than 10,000 work people.

CONFERENCE TO BE HELD IN AUTUMN

(Special to The Monitor.) BERLIN—The question of an international agreement on the subject of bills of exchange was brought forward during the second reading of the estimates for the imperial ministry of justice in the Reichstag, and Herr Lisco, secretary of state for the department, said that a fresh conference on the subject was to be held in Brussels during the autumn, and he expressed the hope that even in the event of Great Britain standing aside, a uniform law on the subject would be adopted by the other countries.

ALSACE-LORRAINE FREEDOM OPPOSED

BERLIN—The Cologne Gazette says that it is semi-officially informed that the federal council has decided that the Reichstag committee's resolution making Alsace-Lorraine an autonomous federal state and restricting the authority of the Emperor over the Governor is unacceptable. The federal council consents, however, to grant the province votes in the federal council with slight limitations.

REPORT OF GRAIN IN GERMAN HANDS

BERLIN—Following the custom of the American department of agriculture, the German agricultural council has issued a table showing the grain remaining in the hands of German agriculturists on March 1. The figures, in tons, follow: Wheat 879,862, rye 2,824,039, oats 2,530,725, barley 673,225. The harvest of 1910 yielded, in tons: Wheat 2,861,479, rye 10,511,100, oats 7,903,376, barley 2,902,938.

DR. SCHRADER SAYS INVASION OF BRITAIN IS IMPOSSIBILITY

Hopes Ill-Feeling Between England and Germany May Soon End—Admiral Von Tirpitz Declares Government's Idea Is Not to Build Strongest Fleet.

(Special to The Monitor.) BERLIN—Much regret has been expressed that so little attention was paid to the debate in the Reichstag on the second reading of the navy estimates, by people outside the House, and it is generally considered that the speeches of Grand Admiral von Tirpitz and Herr Schrader on the influence of the German navy on Anglo-German relations should have been more widely published. Careful inquiry has revealed the fact that the statements made in the Reichstag were unanimously considered as expressing the view not only of the Reichstag but of the country.

Referring to the relations of Germany with England, Dr. Schrader stated that "the conviction was held in Great Britain—unfortunately also by the government—that by the end of 1914 we should have, I believe, 19 or 20 capital ships completed. That was a remarkable mistake for what we intended to build could be seen in full in our navy law and our estimates." Referring also to various reports that had been circulated from time to time, both in England and in Germany, as to invasion, he stated that "British opinion has been convinced that there is not a word of truth in all these stories. It has become convinced that we are neither in a position, neither do we desire to make such foolish attack on them. Such an invasion is an impossibility." Referring to the question of the necessity of maintaining a great fleet, Dr. Schrader emphasized the necessity of maintaining a fleet of battleships for German trade. "Trade," he continued,

"grows and spreads not through warships, but through its own activity, the ships may serve now and then to protect it, and may show our countrymen in foreign lands that Germany has power, but trade is not made by battle-ships. If our commerce stopped its activity all the fleets in the world could not help them. Therefore, gentlemen, we may hope that the ill feeling which has existed between England and Germany in consequence of our naval program will come to an end. We may also assume from this that no occasion can in future be given us from that quarter to extend our building program beyond the limits of what has up till now been our intention, and I believe the whole range of our relations does not afford the slightest occasion for such a course."

Grand Admiral von Tirpitz, secretary of state for the navy, referring to the remarks made by Herr Schrader, declared that he had deviated partly into the field of politics which, the grand admiral pointed out, "is not my business"; nevertheless he said that he subscribed to the words of Herr Schrader. Again, referring to Herr Schrader's speech, the grand admiral said that he entirely agreed with the statement that the German fleet is not built for aggressive purposes and did not need to be. "The idea," he continued, "which came to expression in the navy law, the *raison d'être* of our navy, is to create a fleet which is not the strongest, which therefore cannot be aggressive, for a fleet which is not the strongest cannot be aggressive. I am, therefore, in complete agreement with Herr Schrader's concluding sentiments."

FRANCONIA WILL MAKE WINTER TRIP BEFORE TAKING UP RUN

(Special to The Monitor.) LONDON—The new Cunard Franconia which has arrived in New York from Liverpool, on her maiden voyage, was built primarily for the Boston and Liverpool service but this magnificent vessel is nevertheless to make a winter trip to the Mediterranean leaving New York on March 11, and visiting Madeira, Gibraltar, Algiers, Naples and Alexandria. The ship was inspected lately by a large gathering, who were shown the numerous improvements that time and experience are bringing to bear on the design and fitting up of a big liner. The general manager, Mr. Meara acted as host.

The Franconia will be the finest vessel in the Boston service, being 625 ft. long, 18,000 tons gross and having accommodation for more than 3000 passengers. The interior decorations which are in the Georgian style, are simple, and the aim has been to produce a good effect without over much embellishment. The first class public rooms are all on the boat deck, and are charmingly fitted up.

CHINA DESIRES TO MAINTAIN GOOD RELATIONS, SAYS NOTE

(Special Correspondence of The Monitor.) ST. PETERSBURG—The Russian minister at Peking has received the Chinese reply to the Russian note, which is considered to be satisfactory by Russia. The reply declares that China admits and respects all the treaty rights and privileges possessed by Russia. Regret is expressed that the Russian government should state that they reserve the right to vindicate the treaty provisions by strong measures if necessary; for, it is pointed out, this is scarcely in harmony with friendly feeling. It is further declared that China is determined to adhere to the principles of the treaty and to deal with all matters in a friendly way so as to protect the privileges of both parties and maintain neighborly relations between the two powers. "All further questions, it is further pointed

out, have been always amicably arranged between the two governments. Some disputes have arisen out of the variations of reports received, but these disputes can be easily settled at any moment. With respect to the accusation by the Russian government that the Chinese refuse to allow duties on the frontier to be imposed, this is considered in China to be due to a misunderstanding, since the request of the Chinese government made on behalf of Chinese merchants, that the new duties to be imposed within 100 li of the frontier should be delayed for a time, was agreed to by the Russian government. With respect to the other demands the opinion is expressed in China that they are based on the treaty to which China has adhered, but which it is the desire of Russia to expand.

BREAD EXHIBIT HELD IN LONDON

(Special to The Monitor.) LONDON—An interesting exhibition of bread and confectionery was held recently at the hall of the Institute of Journalists. Competitions in these two classes of goods are held throughout the year by the "Baker and Confectioner," and the winners in each case, together with those who obtain honorable mention, take part in the final competition for which two silver cups are awarded. The exhibition numbered about 120, and included specimens of loaves, all of them white, from various parts of England and Wales, cakes from Scotland, and an immense variety of decorated confectionery. The silver cup for the best specimen loaf was awarded to T. Wood of Aylburton, Gloucestershire, while the other cup was won by E. G. Vardy of Barking, for his cake representing a "chip" basket filled with roses, all of which was edible except the foliage. Another excellent exhibit was a Coronation cake which took the form of a crimson cushion with a crown on it.

NEW ZEALAND TO GIVE PRIZES FOR BEST DESIGN

(Special to The Monitor.) WELLINGTON, N. Z.—A sum of £2000 will be offered by the government in premiums to New Zealand architects for designs for the new parliament buildings. The first prize will amount to £1000, the second to £500, the third to £300 and the fourth to £200. The competition will close at the end of July. The official specification provides for a chamber to seat at least 100 members and a legislative council to seat at least 60. It is believed that a satisfactory structure can be erected for the sum of £130,000.

COLONEL LEUCHERS ACCEPTS. (Special to The Monitor.) CAPE TOWN—General Botha has announced in the Union House of Assembly that Colonel Leuchers, the member for Umvoti in Natal, has accepted the portfolio of the minister of commerce, rendered vacant by the defeat of Sir F. R. Moor at the recent election.

HOUSE RINGS WITH LEADERS' ORATORY

(These three cartoons were drawn in the House of Commons and reproduced by special permission of the Daily Graphic.)



MR. CHURCHILL AND MR. ASQUITH LISTENING TO MR. SMITH.

(Special Correspondence of The Monitor.) HOUSE OF COMMONS—The first stage in the career of the Parliament bill was brought to a close on Feb. 22, after a debate lasting two days, and the House of Commons, by a majority of 124, gave leave to bring in a bill to make provision with respect to the powers of the House of Lords in relation to those of the House of Commons, and to limit the duration of Parliament. The debate was maintained at a high level, noteworthy speeches being made by the prime minister and Mr. Churchill for the government and by Mr. Balfour and F. E. Smith for the Opposition, the latter of whom, laying aside, for the occasion, that use of invective which fills the House when he is on his legs, subjected the government proposals to a brilliant analysis which evoked the tumultuous applause of the Unionist benches.

Mr. Asquith introduced the bill in a speech of great power and lucidity; and, contrary to his usual habit, he made use of notes, thus marking the importance of the occasion. Many of the arguments used by speakers on both sides are familiar, owing to the fact that the bill is identical in every respect with that which was read a first time by the last House of Commons, in April, 1910. A feature of British political history, owing to the fact that we live under an unwritten constitution, which has developed more by usage than by statute, is the growing divergence between legal powers and constitutional practice. The most familiar illustration is the veto of the crown. No British sovereign has attempted to exercise the veto since the days of Queen Anne. During the last 200 years a similar divergence between the legal powers and the constitutional practice of the two houses of Parliament in regard to finance has been developing, and, for a period of 50 years before 1909, the House of Lords never attempted to interfere with the financial provision of the year. The prime minister attributed the immediate occasion of the present acute stage of the constitutional question to the assertion in November, 1909, of a legal right that had passed into practical desuetude; and he made the prediction that history will characterize the rejection of the budget by the House of Lords in 1909 as the most stupendous act of political blindness that has been perpetrated.

The House of Lords has long ceased to have any real control over policy of administration, but if the precedent of

1909 were allowed to stand, in the event of differences of opinion between the two houses, in regard to policy, administration or legislation, the second chamber, by rejecting the finance of the year could compel the government of the day either to resign or dissolve. While one side asserts that the Parliament bill will mean single chamber government, the supporters of the bill declare that in the preamble it is made clear that a new second chamber will be evolved at some future time; and that from 1895 to 1905, with the Unionists in office, we lived under the practically unchecked rule of a single chamber, an experience amply sufficient for not dispensing with a second chamber. During the following four years, 1906-09, when a Liberal gov-



MR. BALFOUR LISTENING TO MR. SMITH.

ernment was in office, the House of Lords opposed, and successfully defeated, the principal controversial measures passed by the largest majorities in the whole annals of the House of Commons, the climax being reached when the budget was rejected in 1909.

The reasons given for the dealing with the powers of the House of Lords before altering its constitution are based, first, upon the argument that an intolerable situation has been created, which cannot be permitted to continue until a new second chamber is evolved, possessing in its size and composition the qualities needed for an impartial and efficient discharge of its functions, and, secondly, that the country in January last year approved the principle of the government proposal, and last December gave its sanction to the definite plan in which that principle is embodied. Mr. Balfour pointed out that a general election is not an indication of the decision of the people on a particular measure, and that all the general elections within his personal experience were



MR. ASQUITH ADDRESSING THE HOUSE.

fought on mixed issues. He also expressed the view that the organ of the nation is the two houses of Parliament and the crown; the theory that the House of Commons represents the people by itself, he held to be unsound. The line adopted by some speakers to discredit the bill was to point out that the majority in the House of Commons in favor of the measure was a coalition majority, and that it was not homogeneous, because various sections of that majority were supporting the bill for different reasons.

In reply, it was admitted that the House of Lords blocked the way to home rule for the Irish, to a settlement of the land question in Scotland, and to church disestablishment in Wales, but it was asked for how long had the opposition ceased to be a coalition, and whether Liberal Unionists had absorbed Conservatives. Dealing with the point that the coalition is not homogeneous, Mr. Churchill said, "We could point to the still more remarkable spectacle of the two great forces upon which the Conservative party so largely depends, I mean the church and the licensing trade. Are the party quite sure that the church, and the licensed trade, are entirely homogeneous; that they are marching step by step on a common mission?"

During the debate, reference was made to the despotic power of the cabinet, but in reply to this statement it was asserted that so far from the cabinet having despotic control over the party which supports it, if the government announced that they were going to suspend the prosecution of the Parliament bill till the year after next, and were going to enter into conference on reform with the opposition, they would not have 50 supporters. After Mr. Churchill had wound up the debate on behalf of the government, the division was taken. The bill was then presented by the prime minister, and read the first time, amid the uproarious cheers of the supporters of the government.

AFRICAN SOCIETY HONORS DUKE

(Special to The Monitor.) LONDON—Sir George Goldie presided at a dinner given by the African Society in honor of the Duke of Connaught on his return from South Africa. In proposing the health of the Duke of Connaught the chairman said that his royal highness' recent inauguration of the Union into an indivisible nation was a momentous and historical event in South Africa. The society had followed with deep interest the recent royal progress through the subcontinent and it gave a respectful and cordial welcome to one who had paid many visits to various parts of Africa.

The Duke of Connaught in his reply said that he thought that he might lay claim to a small knowledge of Africa, since he had been there on many occasions. We have heard what our country has done in recent years in Africa. "The work," said his royal highness, "has been stupendous, and the task is not always easy. We have many different kinds of different settlers in every way and it is difficult for me to separate one part of Africa from the other. "With regard to Egypt, I think that considering the difficulties of our position in that country we have every reason to

be proud of the work we have done, and I am sure that all those who have the honor of serving their country there will always do their utmost to ameliorate the condition of the country, and by sympathy, fairness and commonsense to govern not only successfully as regards ourselves, but in the interests of the native population.

"So much has been talked and written lately about South Africa that I feel it is unnecessary for me to dilate on the subject, but I am certain we are all in sympathy with that very great country. Rhodesia is overcoming all her difficulties and her future is very promising. Settlers of the right class are coming into the country very rapidly, settlers who are thoroughly English, and who wish to do well by the country and to be sympathetic with the natives. East Africa has also had many difficulties, but it has an excellent Governor in Sir Percy Girouard."

Speaking of the natives, the Duke of Connaught observed that they were a very fine body of men and he felt convinced that a great deal would be made out of them if they were sympathetically, firmly and properly governed. He hoped we would never forget that those natives

had been there for centuries, that they had their traditions, their nationalities and their religions. Therefore, if we wished to deal with them it must be through their chiefs and their traditions.

One of the great problems in Africa generally was native labor. Well, we could get this labor "by getting the natives to work with us sympathetically and by treating them with consideration."

In conclusion his royal highness congratulated the African society on the good work it was doing and wished it every success.

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UNION GOVERNMENT WILL INVESTIGATE COST OF BUILDINGS

(Special to The Monitor.) CAPE TOWN—The question of the erection of the Union buildings at Pretoria at a cost of over a million sterling was again discussed in the Union House of Assembly, and Mr. Jagger moved that the papers and contracts in connection with the scheme should be laid on the table, declaring at the same time that a breach of constitutional law had been made by the late government of the Transvaal in not obtaining the sanction either of the Union or of the Transvaal Parliament for the erection of the buildings. Mr. Jagger said also that he would move for the appointment of a select committee of inquiry.

In dealing with the question, Mr. Smuts, the minister of the interior, said that the other South African governments had been consulted, as well as the leaders of the Transvaal opposition, and while admitting that the action of the Transvaal government was not in accordance with constitutional practice, he pointed out that the matter was urgent. Mr. Merriman considered the amount of money expended on the building excessive. Mr. Jagger's motion was eventually agreed to.

AUSTRIA TO ASSIST EMIGRANTS TO U. S.

VIENNA—Answering an interpellation in the Austrian Parliament regarding the aid of the Austrian immigrant home, conducted in connection with Ellis island, N. Y., the minister of commerce, Dr. Weiskirchner, said that the government was planning a new arrangement looking to the care of emigrants, in which various Austrian religious organizations in America would cooperate.

The minister added that he was now drafting a new emigration law, which would give emigrants aid and protection along the whole route from Austria to America.

CRYSTAL PALACE TO BE SOLD.

LONDON—An order was issued yesterday by Judge Eady for the sale of the Crystal Palace, where many famous exhibitions have been held and where the big exhibition this year will be held during the coronation. The defendants were given leave to appeal.

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SOME ROADS AND BYWAYS

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, March 9, 1911.

City Waste Contract

TAXPAYERS of Boston have the right to wonder why Louis K. Rourke, commissioner of public works, was apparently in no position to tell the city council this week more facts about the Boston Disposal Company, to which, it is proposed, the city shall pay more than \$3,000,000 in ten years for the removal of garbage and other municipal refuse. It may be regarded as surprising that an official who has devoted so much attention to this matter should submit, with implied approval, a contract binding the city to such a course of action when he failed to state beyond a doubt that the disposal company actually existed other than by agreement in case the contract were secured. Recent developments have not by any means clarified the situation following the New England Sanitary Product Company's neglect to bid for a renewal of its present contract, and the announcement that the "proposed Boston Disposal Company," which was the only bidder, would use the present plant on Spectacle island if it secured the award.

On the one hand is the Sanitary Product Company, perhaps destined to blend into the Boston Disposal Company with no pause in the work of refuse disposal. On the other hand is the city, pondering whether it could not manage economically its own reduction plant and incinerators. Seemingly hovering between these two projects, but tentatively favoring the first of them, is the commissioner of public works. Mr. Rourke first espoused the doctrine of municipal disposal of refuse; then, after inspecting three or four western plants in company with the superintendent of the proposed Boston Disposal Company and another expert, he decided that the present contract system was best suited to Boston's needs. Later Mr. Rourke said he thought the city would find it expedient at some time to take charge of the work, instead of entrusting it to contractors; that municipal ownership, perhaps too expensive now, might later come to be regarded as necessary. And all along Mr. Rourke has been looked upon as the public's chief source of enlightenment.

The commissioner explained this week that the proposed contract would save the city 20 cents a ton on garbage removal, but he could not tell whether the disposal company was organized. He outlined the contract provision under which the company would do the work the first year for \$234,000 and receive 2.1 per cent more each of the following nine years. This would be allowing the company in the tenth year nearly 19 per cent more than in the first year, or paying \$680,000 for the increase between 1913 and 1923 in the amount of refuse taken away. Moreover, the labor clause gives no preference to Boston citizens, but leaves a loophole for the employment of aliens, while the usual preference is granted Bostonians in the contract for the West Roxbury and East Boston district, signed by the commissioner last month. It does not appear why he should decide, even upon legal advice, that the preference was proper in one case and not in the other. Furthermore, the term of the proposed contract is ten years, and in less than five years the city might determine to own its plants, leasing them to some firm which could sell the by-products. Or the ordinance preventing Boston from entering the commercial field might be repealed, in which case, by the way, the residue from incinerating plants would make an excellent concrete base for municipal sidewalks.

Commissioner Rourke's first estimates of the cost of a municipal refuse disposal system were high. The city could purchase the present reduction plant, erect incinerators, install receiving stations and tide-water terminals and buy new scows at an initial cost of not less than \$600,000 nor more than \$800,000, according to the commissioner's latest figures. If the contract system must be retained, let the people know with whom and what the city is dealing. But let the city council think carefully whether even a million would be too great an initial price for the benefits promised under public ownership.

Control of Water- powers

THAT an act providing for the regulation of waterpower and storage companies already has been presented in the Maine Legislature indicates that lawmakers of that state are awake to the importance of preparing for any developments likely to come there. In all probability the bill is designed specifically to prevent a certain company, which recently sought extensive privileges, from establishing itself so strongly that the thirty-five independent companies would be placed in an embarrassing position by more powerful competition. It will be recalled that efforts made earlier in the session to obtain legislative sanction for plans of the corporation mentioned aroused considerable opposition on the ground that they might lead to a waterpower monopoly. At the time this newspaper remarked that the Maine Legislature presumably has the power to stop misuse of any privilege it granted. The provisions of the measure to which we have now called attention apparently confirm the belief that Maine's legislators will deal with the situation in the proper manner.

Passage of the Pattengall bill, which was drawn under the direction of the Maine water storage commission, would create water districts as the first big step to insure protection against possible monopoly. The commission would have power to indicate the heights to which great ponds might be raised or lowered, the right to appoint a chief engineer and assistants, and the privilege of examining the books of waterpower or storage companies. Every company that intended to build a dam would have to submit plans to and obtain the consent of the commission before starting the work. With the commission, also, would rest the approval of all charters of waterpower companies, and it would regulate mergers of existing companies and all sales of franchises. Finally, the bill provides for the sale to the state of waterpowers and storage basins, and the commission would have power to compel the rendering of reports by waterpower companies.

While the Pattengall measure may be looked upon in some quarters as drastic in its provisions, there seems to be nothing in the bill to excite strong opposition. It would place the control of Maine's enormous waterpowers just where that control belongs, in the hands of the state government. Apparently there would be

small reason for Maine to look askance at the possibility of a waterpower monopoly if a law containing such wise restrictions were enacted. Adequate state control or supervision in waterpower, as well as in railroads and trolley lines, should tend to promote and not to retard development.

IT MAY be interesting to a large and influential section of the population that New York had 5141 more weddings in 1910 than in 1909 and that, so far as heard from, the whole country shows progress along this line.

THE automobile industry may no longer be looked upon as a temporary activity. Belief that it was based on the same faddism that made bicycle manufacturers highly prosperous for a time is not justified by the turn of events. Gradually, but perceptibly, the bulk of automobile business is swinging from the expensive passenger cars to the costly wagons and trucks, now beginning to come upon the market in considerable numbers. Not that fewer pleasure cars are being sold of late, but less general attention is being devoted to the comfortable flier and more to a branch of the industry that promises greater rewards in exchange for business development.

Like every other industry, the automobile business has had to pass through certain periods of uncertainty. When it was first learned that self-propelled cars were actually a marketable commodity, popular enthusiasm soon reached such a pitch that the demand for pleasure vehicles threatened to exceed the supply. Manufacturers found it advisable until recently to center their efforts on filling this perfectly obvious want, and the commercial automobile had to mark time until public appetite for the luxurious fliers was somewhat dulled. The motor truck, therefore, may be looked upon as some stages behind the pleasure automobile in point of development, but as rapidly coming to the front. Already there have been persistent endeavors to perfect a machine so important to modern business activities.

It is significant that men who are thoroughly familiar with the improvements in the pleasure automobile due to simplification of the mechanism are noting the same tendency in the building of commercial vehicles. How prominent a part auto vehicles are playing in present-day wholesale and retail business operations may readily be understood by noting the space set aside for them in the motor show of the Boston Automobile Dealers Association. Another index to the situation is the extent to which automobiles are coming into use as public service vehicles. Particularly is this true of the fire and police departments in even the smaller cities and towns all over the country. Then, too, the furniture van, the passenger truck, the delivery wagon, every one of these machines, gliding easily through metropolitan streets, is an argument for more general adoption of the motor in business.

Simplicity of mechanism undoubtedly is what will put the automobile wagon and truck on the same plane of development as the pleasure automobile, for it means fewer repairs and consequently more economy as well as greater efficiency. The commercial automobile no longer is a luxury; through its economies it promises to become an actual necessity.

Vermont Railroad Control

BY PURCHASING the Montpelier & Wells River railroad and its leased lines, President Mellen has secured for the New York, New Haven & Hartford an entrance into the heart of the Vermont granite-quarrying district, and the Grand Trunk seems to have lost another good business opportunity. The Boston & Maine now practically controls through transportation rights on both sides of the state, and, by paralleling the Central Vermont tracks between Montpelier and Burlington, it would have lines connecting all of Vermont's principal cities and towns.

What effect this latest New Haven purchase, following so closely that of the Rutland, will have on the plans of the Grand Trunk for a through line to Rhode Island cannot be determined at present. It is perfectly apparent, however, that the Central Vermont's line, running from Burlington through the state capital, down past Northfield, Bethel and Royalton to White River Junction, is still more closely hedged about by the New Haven-Boston & Maine system, and that it now has a strong competitor possessing better connections for securing the granite-carrying traffic.

If the New Haven now improves the train service to and from Montpelier and Barre, so that traveling men from New York and Boston will no longer regard the journey to the twin cities as tedious and unpleasant, it will win favor in all the larger eastern states. Possibly the charter of the proposed Rutland & Montpelier railroad might be worth taking up and utilizing. Such a cross-state line also would further expedite granite shipments if they are sent direct to Boston instead of to New London, Conn.

So suddenly and thoroughly has the control of the Vermont railroad situation been obtained that it would be no seven days' wonder to see Mr. Mellen set about buying up the scattered trolley companies in that state as his next move to unify the New England transportation system.

A KANSAN is said to have discovered that oil lamps in the home breed gloom. Not for the Standard Oil Company. In fact, not at all. There is nothing more cheerful than a well-trimmed oil lamp on a table, close to a comfortable chair, in front of a grate fire, on a winter's evening, if one has a good book and doesn't have to go out.

ONE explanation of the great rush to hear Colonel Bryan these days is the desire of the plain people to see the man who, fifteen years ago, said so many things that have been coming true ever since.

IF CHAMP CLARK can have his way, no doubt his address for the next two weeks will be unknown. Speakership publicity may well have its antecedent period of preparatory seclusion.

THEY say that the average 1-cent piece in circulation changes hands eleven times every week, and yet when you have your gloves on you never can find one in an outside pocket.

MOST presidents are glad when they have "Congress off their hands." President Taft in two years has had three sessions, and he will have had five within three years.

The Working Automobile

THE remark made in debate by the speaker designate of the House of Representatives, to the effect that the annexation of Canada to the United States "one of these days" would not be surprising to him, was unfortunate, but, understanding the circumstances, no thinking person in this country has attached any significance to it. Mr. Clark was simply jocose at the wrong time and about the wrong subject. He was not expressing even his own deliberate opinion. He certainly was not voicing the sentiment of his party or of any considerable number of his countrymen. Yet his remark has been made much of here, in Canada and in Great Britain, by those opposed, for any reason, to the establishment of reciprocal trade relations between the United States and the Dominion. The purpose of the enlargement upon it is, of course, very plain. Foes of reciprocity evidently think they find in it a means by which they can arouse Canadian prejudices.

There is no warrant whatever for this. The Canadian commissioners who assisted in the framing of the reciprocity agreement, the Canadian government which approves it, the British ambassador who has given countenance and support to the proceeding and the Liberal party in Canada as a whole are all convinced that the United States has not been moved in this reciprocity matter by any political considerations. If reciprocity, agreed upon by the United States Congress and the Dominion Parliament, prove to be undesirable in Canada or on this side of the line it will be so for economic and not for political reasons.

As indicating the feeling prevailing in some quarters in England with regard to the consequences of reciprocity, as they have been misrepresented, it is instructive to glance at an incident in the House of Lords on Monday evening. Lord Amthill had raised a discussion on the subject, attacking the Liberal government of the mother country for what he pronounced "inaction which had forced Canada to abandon her national policy and offer to the United States some of the advantages which she had so freely given to Great Britain." Continuing, he said that commercial union between the United States and Canada must also mean political union. And he added: "The astounding situation created was that responsible statesmen in a foreign country have spoken openly in their parliaments of the future annexation of a portion of the crown's domains without a protest from this country." Viscount Morley's reply to this was as brief as it was truthful and complete. "The most responsible statesmen in America and Canada," he said, "have laughed at the talk of annexation."

The time has now come when the question of reciprocity should be discussed along reasonable lines. The annexation phase should be eliminated as uncalled for and preposterous. If good cause can be found, on economic or commercial grounds, for opposition to reciprocity on either side of the border it should be freely and fully made known. If reciprocity is likely to be hurtful to the industries of Canada, right-thinking Americans would prefer that it be abandoned. If it is going to injure the industries of the United States, it is equally certain that right-thinking people in Canada would not care to impose it upon their neighbors. What is sought by the friends of reciprocity is not advantage for one country or the other, but an arrangement that will be of benefit to both.

ALTHOUGH it is not being used as much as formerly at Washington, wire has just advanced \$1 a ton.

WHEN Norway established its independence it was the vote of the people that gave the country its present ruler. It is true that Haakon VII. is a son of the King of Denmark, and that the monarchical form of government prescribes its own franchise limits. The highest office in the land is not within the reach of the ordinary citizen. But in every other respect the Norwegians enjoy a political freedom unrivaled by the people of the most advanced republic. The "votes-for-women" question, for instance, is no longer an issue in that northern country, for the elective franchise is now as much for one sex as for the other.

That Miss Anna Rogstad, a school teacher from Christiania, has taken her seat as the first woman member of the Norwegian Storting, may be an interesting fact by itself. The event undoubtedly introduces a new note in the political situation of entire Scandinavia. But what seems more to the point is the fact that Norwegian education has gradually brought the school and political preference into such close relationship that in the future the one will hardly be able to get along without the cooperation of the other. Teaching politics to the school children of Norway, however, is not new. It was because the differences between Sweden and Norway were made constant subjects for discussion in the schools that the people as a whole became imbued with the doctrine of independence. And the teachers of the peasant schools, no less enthusiastically than the professors in the university, kept the political irons hot until success crowned their united efforts.

The University of Norway is soon to celebrate its centenary, and it may be well to view the event from a political as well as a literary standpoint. Norwegian suffrage would never have reached its present stage without an educational campaign which persistently took account of the school and home influences. It is evidently because the teaching of political history has been deemed one of the most important studies in the schools of Norway that the people have considered universal suffrage advantageous to their country. Undue agitation and extreme methods would never have brought success. It is also apparent that the women voters do not intend to take advantage of their newfound privileges at the expense of their better judgment. Miss Rogstad was the only woman member elected to the Parliament. But there were other women candidates, and their defeat is ascribed to the fact that generally women voted for men.

It is difficult to say whether the Norwegian suffrage situation offers anything whereby other countries might profit. Conditions depend largely on environment. But this much seems clear: teaching can lose nothing by inculcating the best political ideas, and tradition is no longer an excuse for partizanship. It is the mission of the school to teach confidence, and Norway appears to think that political confidence cannot begin too early.

THE latest in cuisine: A well-done hippopotamus steak, perhaps.

Delete the Annexation Phase

Norwegian Suffrage and the Teachers